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June 65*

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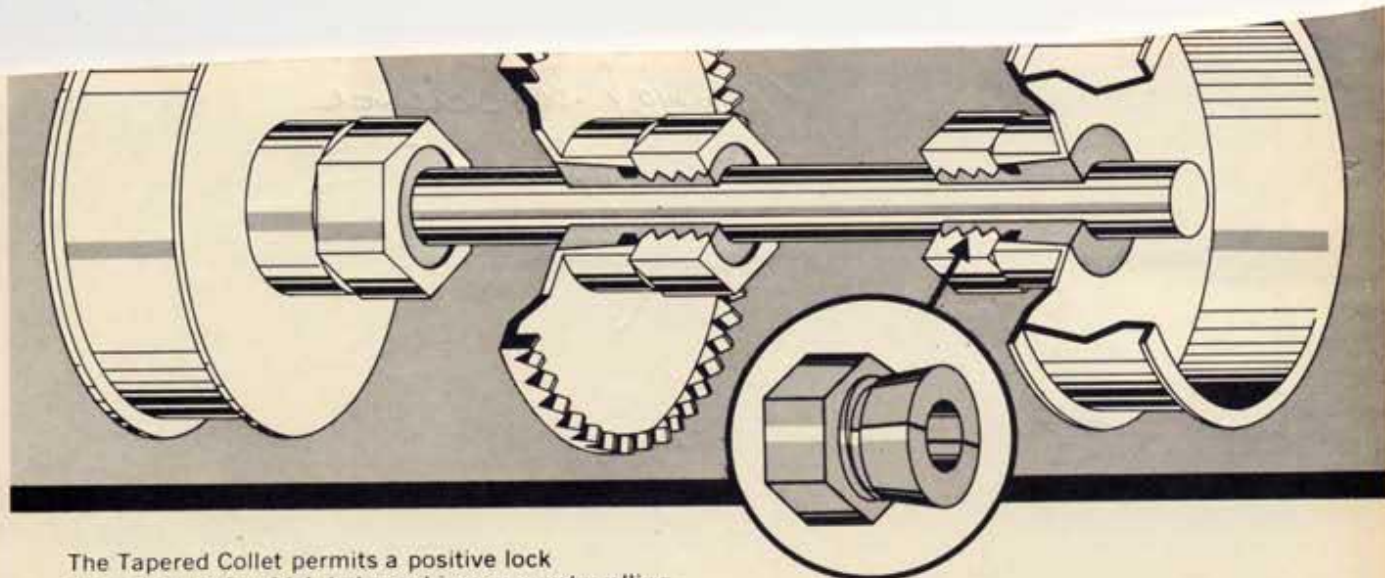
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model car *Science*

Volume 3, Number 6

June, 1965

MODEL MAIL	6
Answers to your model building problems	
BARRIS KUSTOM KORNER	12
What's new in the world of the Kustom King?	
NEW TO SCALE	14
A peek into the future of car kits	
BUILD A GANGBUSTER	18
MCS combines two kits to make a "killer"	
LINDBERG'S GT 200	21
A look at our wild cover car	
MORE MONSTER MANIA	22
Stand back. They're coming out of the walls	
MCS CONTEST	26
The top models from our army of readers	
KIT CARson	30
How can one builder have so much trouble?	
CLASSICS IN MINIATURE	32
There's fun in looking at the past	
RESTYLING THE PREDICTA	36
Darryl Starbird refashions his own creation	
STYLING TIPS	38
Little touches that make a big difference	
TABLE TOP PHOTO CONTEST	39
Capturing the thrills of slot racing	
A SIMPLE SIDE-WINDER	40
How to build a winning racing machine	
LANDSCAPING YOUR TRACK	44
Concluding our report on the H.O. Super Circuit	
TRACK OF THE MONTH	48
Another luxury slot racing center	
PRODUCT PROFILE	51
Behind the scenes at Dynamic	
INSTANT TORQUE	52
Introducing the fastest slot racer yet	
SLOT RACER'S WORKSHOP	54
12 ways to improve your driving	
THE DOOMSDAY MACHINE	56
4-wheel independent suspension!	

ON THE COVER — Watch out for the GT 200! That's the fabulous
dream car featured on our cover and now in kit form from Lindberg.
You can see more of it on page 21. The GT 200 photo is by Phil
Glickman; the slot racing shot by Jim Keeler.

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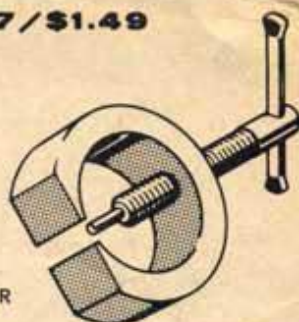
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*** MODEL MAIL ***

TRACK SWITCH

I would like to know if I could run Eldon Selectronic cars on Strombecker track? I am using a Strombecker power pack.

David Derrick
Glendora, California

Eldon cars will fit and run on the Strombecker track but there is one thing to remember: Strombecker Power packs are a full 12 volts and most Eldon cars use motors having a 6 volt rating. They should go like mad but you can expect to replace the motor quite often when using double the voltage the motors are rated for. You are running then under conditions some what like they do on the dragstrip but for a much longer period of time which will make them run hot and eventually burn out. Eldon, however, recently introduced a new 12V motor which should make your problem simpler.

BIG MILLS

Several cars submitted in the M.C.S. modeling motorcade have had Allison engines. Please tell me where these engines are available.

Howard Skillington
Holley, New York

These are part of the A.M.T. Hot Rod Shop of accessories equipment. They should be available from any shop selling hobby kits.

QUESTION, MARX'S

Recently I purchased a Marx 1/32 road racing set. I have found this sport fascinating, but my knowledge of these road racing sets, cars and so forth is very limited. What other brands are interchangeable with the Marx sets? Which cars can be used on Marx tracks? What motors can be used in Marx cars (including gears)?

Parke Frederick
Chebanco, Illinois

Unfortunately you have chosen one of the makes that have chosen to set their own standards as to dimensions for track conductors and pick up positioning.

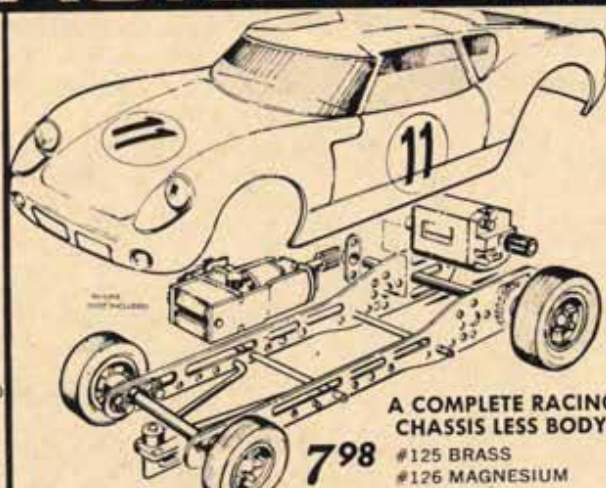
Many years ago the pilot clubs interested in slot racing established a some what loose set of standards so that cars built for one track could be run on other tracks. As the hobby industry began to make products available in this field, most of them designed their products to agree with what had by then become almost a universal standard, in that the

Continued on page 8

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1961 A one-piece wheel with molded-in spokes is born. More detailing makes it really distinctive. That same year, Art Malone lapped his aerodynamic "Mad Dog IV" around Florida's Daytona International Speedway Track at an average 181.36 mph.

1962 Strombecker wheels get "chrome-plating", strengthened shanks. Another step forward in realism. That same year, Rodger Ward, in the same Leader Card Special, won both the "Indianapolis 500" and the "Milwaukee 200."

1963 Strombecker announces new wheel improvements. Improved detailing shows the deep spokes and brake drum on both sides. A second retaining rim holds tires better. That same year, Parnelli Jones drove a 1963 Mercury to a winning time of 3:57:37.17 in the "Yankee 300" 2½-mile road race at Clermont, Ind.

1964 Centered retaining ridge really boosts performance. This unique wheel design is developed hand-in-hand with Strombecker's new grooved-center tire. That same year, Fred Lorenzen averaged 134.404 mph to take the Charlotte (N.C.) "National 400" stock car classic in his Ford.

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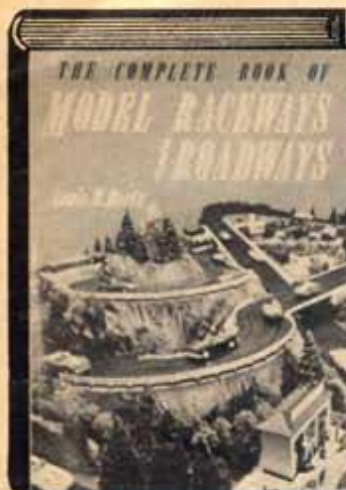
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track conductors on 1/32 and larger scales would be placed with their edge no farther from the slot than 1/16 inch.

You will find that your Marx set has their's spaced much farther apart. As you become more familiar with this fascinating hobby I am sure you will find ways of adapting other equipment to your track.

PUZZLED

I am 12 years old and a M.C.S. fan. I think I am a pretty fair model builder. I have sent in nine entries and not one has been in M.C.S. I think younger people should be allowed a chance. Is this fixed?

Philip Way
Chicago, Ill.

No Phil! The contest is not fixed. Every entry is given the same consideration, but perhaps you were up against some stiff competition the months you sent in an entry, or perhaps the quality of the photographs were such that they would not reproduce properly. Remember, they must be sharp and clear with good contrast. Many photos received cannot be used because much of the model detail is lost in the picture due to poor lighting, wrong exposure or bad focus.

WHAT'S IN A NAME

I am at present building a Ferrari slot racer and am trying to decal it appropriately. First however, I must know what the terms "Scuderia Ferrari and super Legga" mean. I also want to know if any of these terms apply to the Ferrari Berlinetta?

Brooke Stauffer
Baltimore, Md.

Scuderia is the Italian word, that in a broad translation would be the same as team, as far as racing is concerned. Actually it is closer to stable, meaning a group of racing cars in one team. Scuderia Ferrari would be the official team of the manufacturer. Superleggera refers to a type of body construction used by many Italian specialists, which means super light. It consists of many small diameter tubes shaped as desired to form a cage over which the light weight aluminum skin is attached. The same as the Birdcages, except they combine this structure with the frame. Normal Superleggera bodies are built on a regular frame and do not support anything but the body metal. These terms normally do not apply to the Berlinetta, but do to the G.T.O.

BODY SWAPS

I would like to know if the Tyco and Atlas bodies will fit the Aurora H.O. chassis. (Thunderjet 500). If alterations are necessary to make them fit would

Continued on page 10



Merry Carrol models original Mouse "Speed Shift" design sweatshirt. She is holding the Speed Shift model.

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Entries must be postmarked before midnight on May 31, 1965. Main prizes and loser awards will be sent to entrants selected by judges, within 30 days after the close of contest.

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you please advise. When will the '65 A.M.T.'s and JoHan model car kits be available in the stores?

Eben Carey Hedman
Braintree, Mass.

Most anything within reason is possible. If enough time and effort are used and the right selection of bodies are used, this swap can be made. Just remember, choose a body style that looks practical to start with. Remember you cannot stuff 5 pounds of feathers into a one pound box. As each different combination of body and chassis would have its own problems to solve no direct advice can be given.

Most all of the '65 releases should be on the market and available at your hobby shop by now.

HEADLIGHTS

In your April, 1964 issue there was an article on "Lighting Your H.O. Cars". The article stated to use a "grain of bulb". As there is not a hobby store in my town, could you advise me as to how I can obtain one.

Gregory Saylor
Meyersdale, Pa.

Check the advertisements in this issue for a mail order house offering this item.

TRACK SIDE EQUIPMENT

Are European style pit areas available for H.O. scale? So far all I have procured are small pit buildings. I also would like to know how to arrange these buildings, until I can find a European type.

Leland Smith
Jacksonville, Illinois

Track side equipment has so far received little attention from any of the manufacturers. You will have to adapt the ones you have or scratch build the items you wish. Our companion magazine Model Car and Track had a good article on the type of equipment you desire in a larger scale in one of their first issues. These could be rescaled to H.O., and should fill the bill.

BUSHINGS OR BEARINGS

Is it possible to install a ball or oilite bearing in the Strombecker plastic slot chassis? Also, how can I get an MCS decal such as the one on car #37 on page number 48 of the January '65 MCS?

Brook Stauffer
Baltimore, Md.

It would require some delicate work but there is a chance that a Monogram or Revell Oilite bushing could be installed. The bearings are out as their larger outside diameter would remove too much plastic and leave nothing to support the bearing. After filing holes large enough to fit the bushings they can be retained by a small amount of Epoxy. Be sure and check the rear axle for proper alignment.

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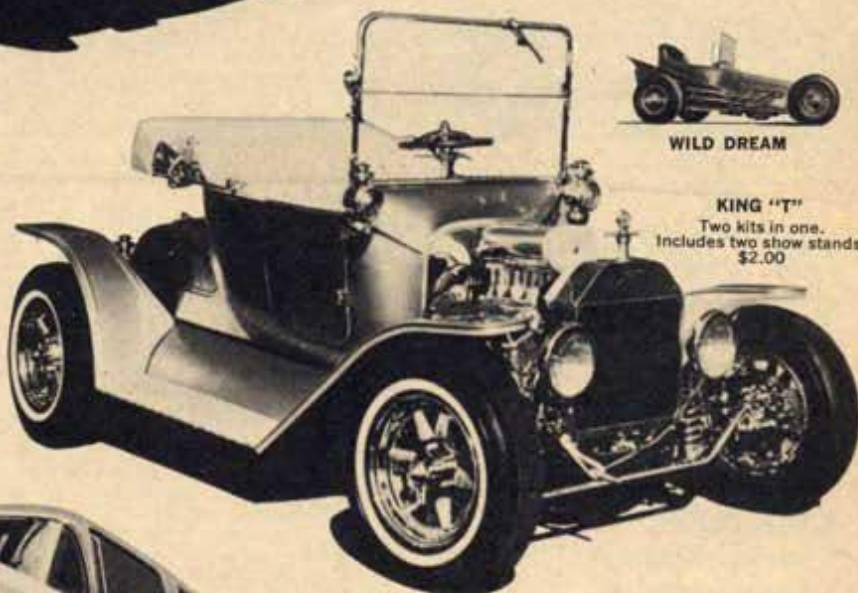
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BARRIS KUSTOM KORNER

Wow, what a hot month we had with the Munster Koach. Between the studios, exhibitions, all of the shows and children's hospital benefits, that poor little creeper needs a rest. Of course, the best news that I have heard is that you builders are really thrilled with the AMT Munster Koach model, at least those of you from whom I have received letters. You fellows that have not yet seen the model in your area, be patient. It will be there soon.

Say, you in the Mid-West and East, be prepared for the actual showing of the Villa Riviera Movie Car of the Year and the Surf Woody. They will be on exhibition at auto shows by Promotions, Inc. and eastern shows produced by Bill Holz and Al Hayward. So, don't miss these cars while they are in your areas.

We have just finished one of the most successful shows with the Ford Caravan at the Sacramento Autorama Show, produced by Mr. Harold Bagdasarian, which had been named the most beautiful show on the West Coast. The attendance has gone up 42.5% over last year. That's what I call a great record and feel it certainly is due to all of the hard work of the many young car enthusiasts.

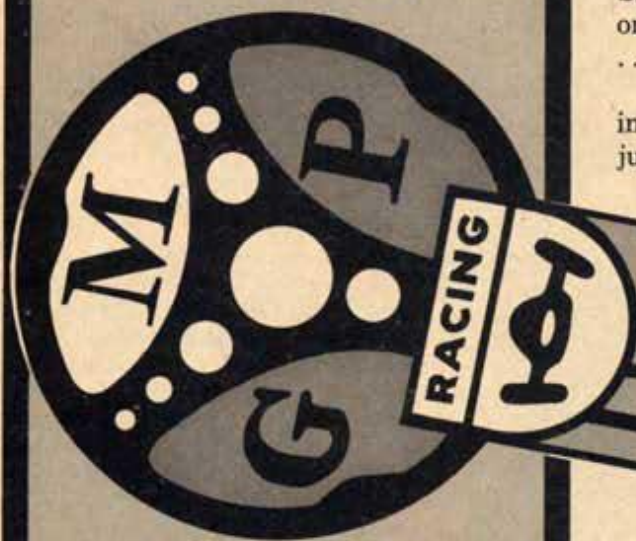
News now from Kustom City. Actor John Derek had us put a little surprise package in his wife's, Ursula Andress, sporty BMW roadster from Germany. We put in a Ford Cobra high-performance engine with dual four barrel carbs and a four speed transmission — WOW!

How about some tips for your model customizing. The new '65 AMT customizing kits are really chuck full of new goodies. Try taking the complete fastback from a Corvette roof and fit it on to your Mustang convertible. It looks great. Also take the roll pan from a Ford kit and shape it to fit your Wildest Buick. For an added feature, take the taillight cluster off your Chevrolet kit and install it in your Fairlane Ford front end assembly. Of course, tail light swaps are basically a simple and unique treatment. If you are a model car collector, you probably have several extra tail lights from other kits. Take these and create your own design pattern on either the back fender or panel sections by incorporating different and multiple ideas.

Again gang, I'll gather up more exciting news for what is to come for next month in the customizing and model car world.



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The Third year is going to be the greatest! Just look at what you can win! '65 Corvair Convertible... for the big National Winner. The second, third and fourth place winners all get \$1000 each! The top regional winners get Yamaha motorbikes! There are literally tens of thousands of dollars in prizes and trophies.

The gun goes off on June 1.
Go to your toy or hobby store for details.



NEW TO SCALE



AMT's new 1965 Mercury comes with a great list of super specials: exhaust headers, extra capacity oil pan, four-barrel carburetor, racing air cleaner and alternator.

Like many of the other AMT kits, this one is also a three-in-one and can be built stock, custom or racing. But the '65 Merc has other big sizzling drag features too: shoulder harness, seat belts, fire extinguisher, racing retainer, side exhausts and thermo attached to a five-piece roll cage.



Stock, custom and competition versions of the 1965 Pontiac Bonneville Hardtop Kit from AMT are so new and different that they are unlike any Bonneville of the past.

Customized especially for AMT by Bill Cushenberry of Monterey, California, this is one complete tiger. Inside this quick cat is a "Hurst" shifter, custom bucket seats and a console complete with an arm rest and "Hurst" dual gate transmission selector.

Under the hood many engine parts are in a cast finish. Custom air cleaner, tri-power, Edelbrock "power ram" intake manifold and custom headers give this beast the power to really move out.

On the exterior... custom side exhaust parts, mag wheels, custom hood, "square" headlights, front and rear nerf bars, custom Cushenberry plaque and custom front and rear bumpers give this tiger a well groomed custom look.

Priced at only \$1.50, AMT's authentic model Bonneville HT kit includes two complete front and rear options as well as a drag engine option in the custom version.

MODEL CAR SCIENCE

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DECEMBER, 1964 — The Annual Buyer's Guide to the latest modeling equipment.

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FEBRUARY, 1965—How to start a slot racing team and design a H.O. Super circuit are featured.

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A second kit in the new Gangbusters series, the 1927 Lincoln Roadster has been introduced in a new 1/25 scale multiple kit by Model Products Corporation.

With over 200 total parts, the '27 Lincoln can be built as a bullet-riddled get-away, police pursuit, or famous stock classic. The kit is loaded with parts that capture the excitement of this tumultuous era. These include gangster and gun moll figures; bullet-riddled windshield and radiator; a complete gangster/police arsenal; golf bag; and secret compartments in the car. It also offers an abundance of chrome parts, a steering wheel that turns the front wheels, rumble seat, convertible top, plus a siren, spotlight and decals for the police version.

A super-detailed V-8 engine, four soft white wall tires, and chrome wire wheels are also included.



1965 FALCON FUTURA

Sure to be a hot little sizzler in AMT's line of cars is the Falcon Futura Sprint 3-in-1.

Designed for performance and style by the Alexander Brothers of Detroit, this \$1.50 "Sprint" is ready to hit the road with its high performance "289" cu. in. engine loaded with all kinds of accessories. This means — velocity stacks, Cobra valve covers, ram manifold, Weber carbs, Astro wheels, racing slicks, traction masters, floor shift and tachometer.

For those of you who are custom bugs, there are nerf bars, Honda headlights, rectangular exhaust ports, an up-top and complete custom front and rear-end assembly.

Front-end "Jack" blocks, rear-end lowering blocks, an engraved "A" Brothers plaque and a full color decal sheet are just a few more of the extra goodies inside.



Designed and customized by the Alexander Brothers of Detroit, AMT's new \$1.50 Wildcat has Hilborn fuel injection, custom bucket seats, side exhausts, custom grille, Hurst floorshift, reverse wheel rims, "no-chrome" front end, "tripod" steering wheel, operating custom hood, and an engraved "A" Brothers crest on custom plaque.

1965 Oldsmobile Delta "88" kit features a stock or custom model car... and even more... a chrome trophy rocket complete with base, harness and plastic bubble.

Many new and unique custom treatments were designed by that well-known AMT consultant, Dean Jeffries of Hollywood. These include: aluminum wheels, knock-off hubs, bubbled hood, custom grille, cibie headlights, rear stinger exhaust ports, custom steering wheel and custom side exhaust parts.

Racing options feature a three-piece GMC Blower and drive unit, two ram tube four barrel carbs, headers with caps, dual quad manifold and all kinds of engraved casting metal engine parts.



The Alexander Brothers of Detroit have come up with a real first for AMT and model fans. It's a '65 Chrysler Imperial Kit that can be built stock or as a wild pick-up truck.

The wild Imperial pick-up boasts vinyl woodgrain panels, skid rails, Monterey interior, custom hood scoop, cibie headlights, "Grand Prix" racing hubs, custom tail lights and bumper, detailed console and instrument panel, custom steering column and an engraved "A" Brothers crest.

Even you racing fans will have an interest in this one. You can build the new fast moving Imperial pick-up with the finned aluminum Hemi valve covers, chrome exhaust system and dual intake manifold.

Your favorite hobby shop has the '65 Chrysler Imperial pick-up kit in stock now for only \$2.00.

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PAGE 3



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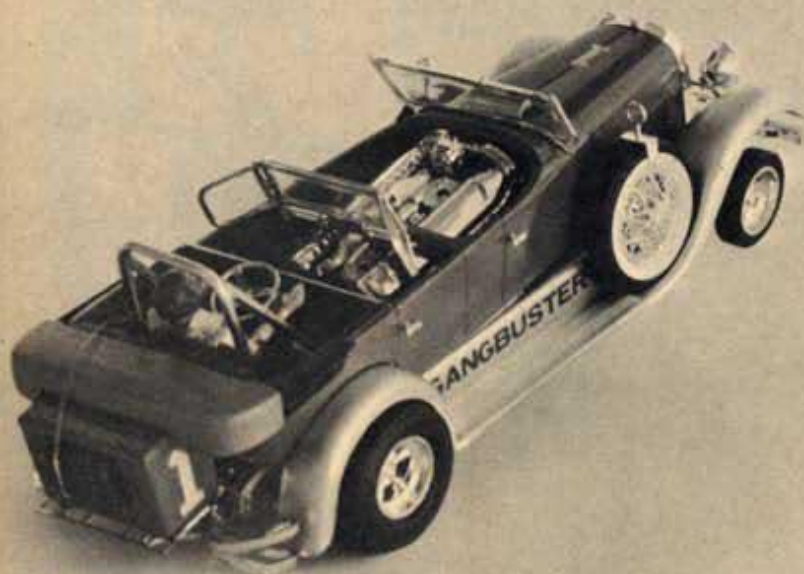
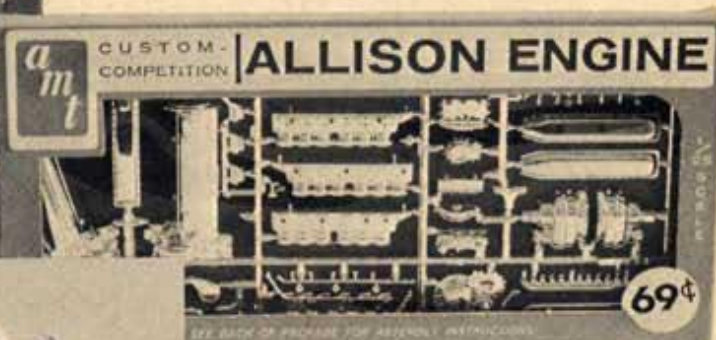
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Authentic Kits



The classic 1928 Lincoln
meets the massive
Allison drag engine
— What a combination!

BY JIM KEELER

BUILDING THE **Gangbuster**

MPC's '28 Lincoln is one of the best classic car kits on the market, and the "Gangbuster" Prohibition parts included make the kit one of the most unique. If you undertake construction of the '28 Lincoln combined with the Allison engine as shown here you will have a most unique competition classic car.

1. Assemble the chassis as shown on the instruction sheet and then cut

off the rear halves of the rear springs as shown here. Attach rear axle from '41 Willys as shown.

2. Take the front shock absorbers from Revell's '41 Willys and cement them in place above the rear springs.

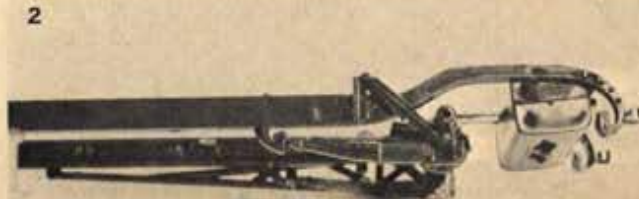
3. Cement the Willys' radius rods in place on the rear axle and the chassis.

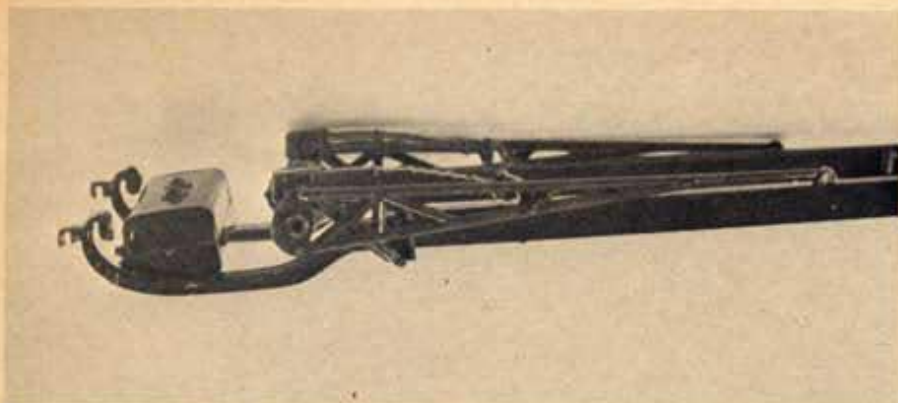
4. Find a spare parachute pack in your parts box and then cut a hole in the luggage box to accommodate it.

5. Remove the portion shown from the fender assembly.

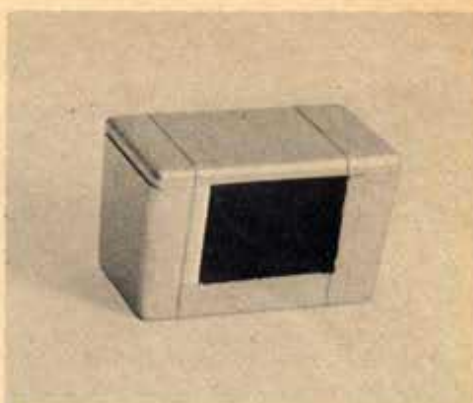
6. Cut the interior in half and use the accessory seat in place of the back seat as shown.

7. Spray the frame, hood, undersides

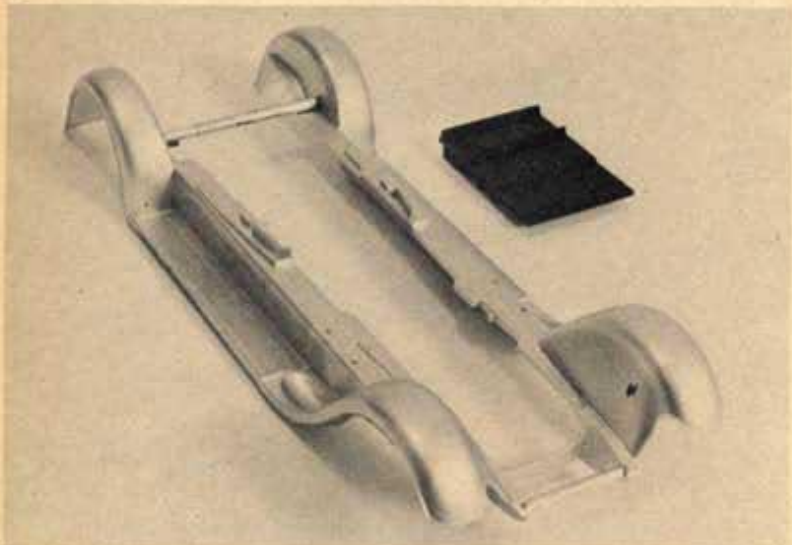




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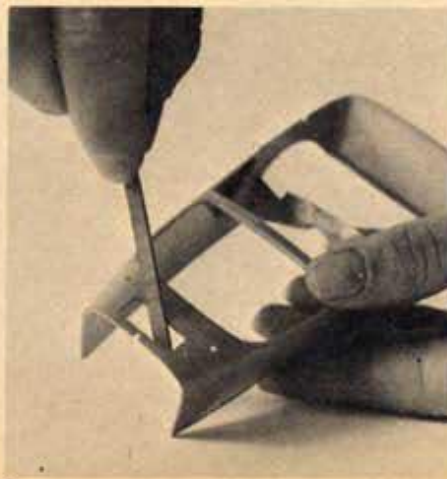


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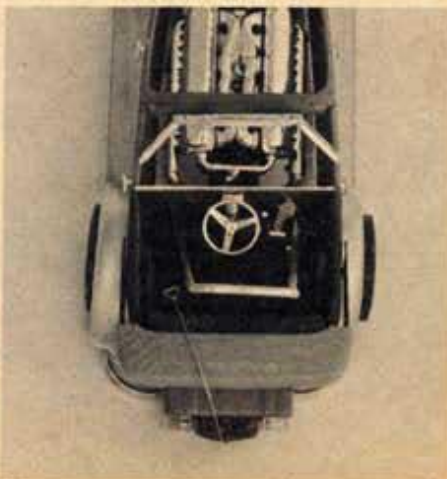


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- and tops of fenders and body silver. Attach hood sections to masking tape for easier painting.
8. Paint the body, hood, luggage box, and under side of fender with Competition Orange — this paint job is similar to an early '30 paint job.
 9. Remove cowl vent and file smooth. This hole will fit over the Allison engine carburetor intake.
 10. Firewall is cut to fit from scrap plastic and installed as shown. Holes should be drilled in bottom of interior to hold roll bar in place. Cement steering wheel, gas pedal



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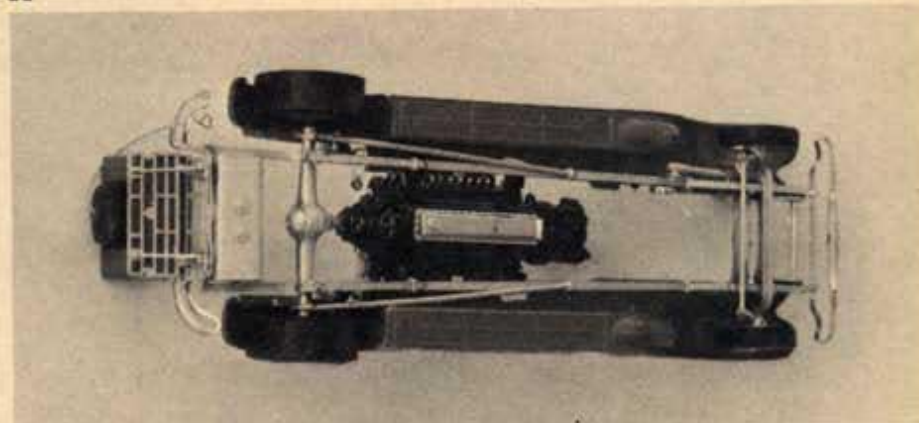


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and brake lever in place.

11. Attach fenders to frame and install engine, wheels and tires, luggage rack and box, spare tires and bumpers. The parachute release cable is bent to shape from wire.
12. Underside view of chassis shows location of engine on frame.
13. Body is removable to show detail of engine and chassis. Hood and radiator should be cemented to body. Stock windshields are used.
14. Rear view shows convertible boot installed and detail of luggage box with parachute.
15. "Instant Lettering" is used to spell out "Gangbuster" on sides of fenders.
16. Ready to wail down the quarter mile, this "mildly" modified '28 Lincoln is a real eye catcher. Note license plate and open radiator shell.
17. Stock goodies such as side mounted spare tires, headlights and windshields should be used for added detail.

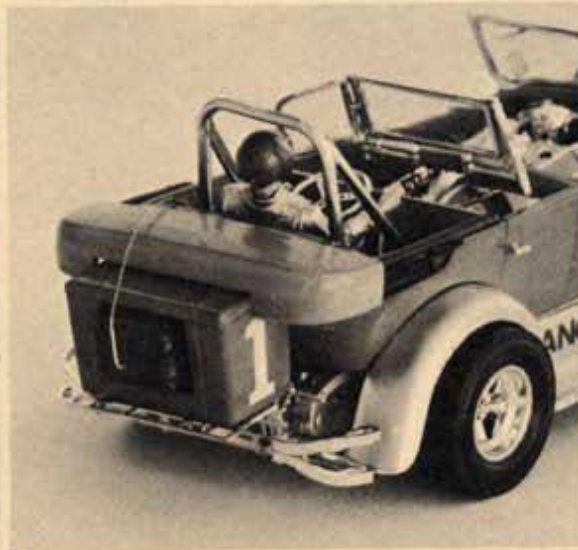
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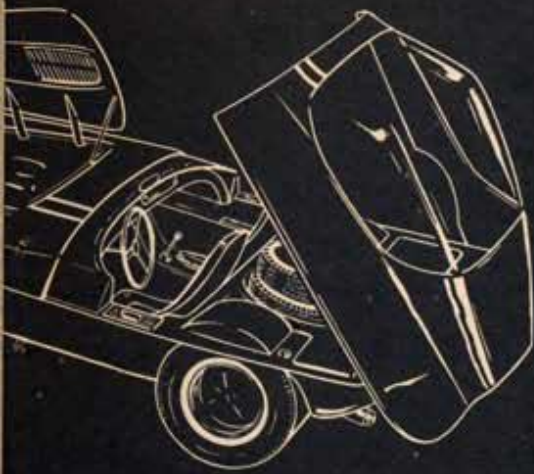
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THE GT 200

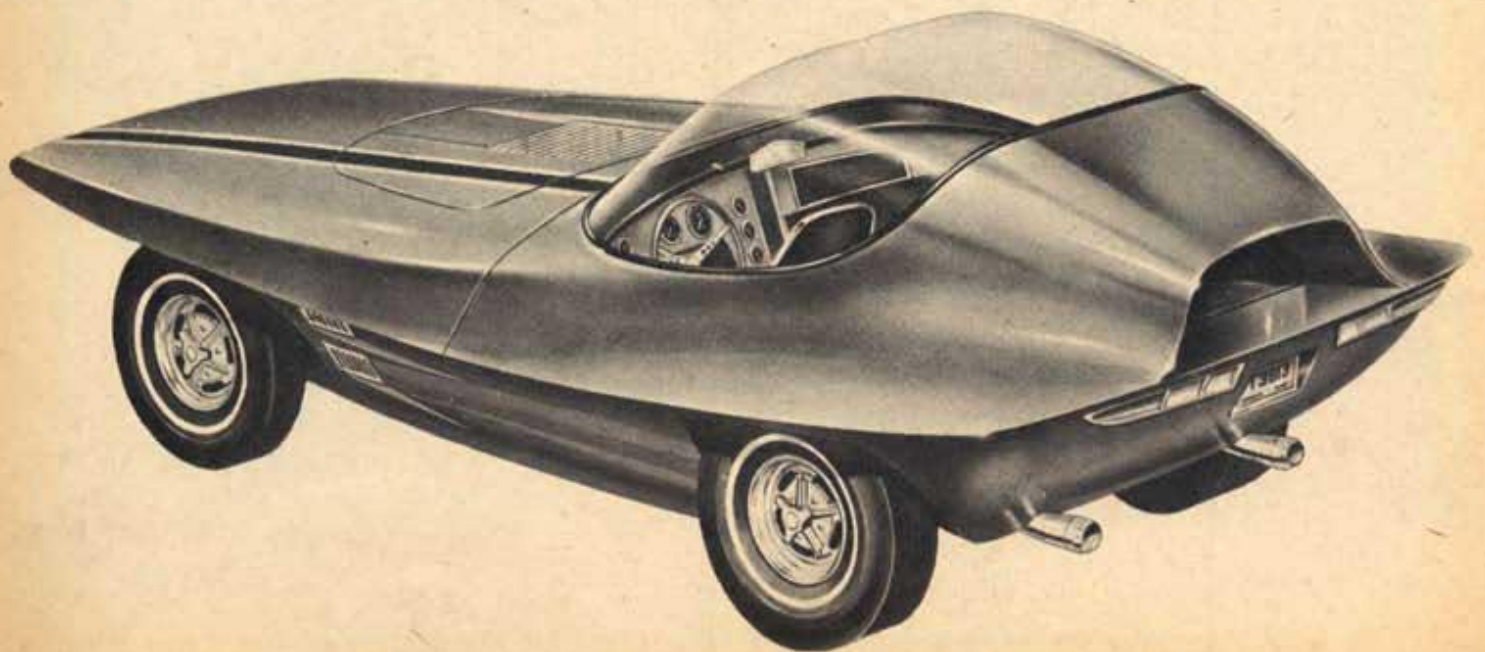
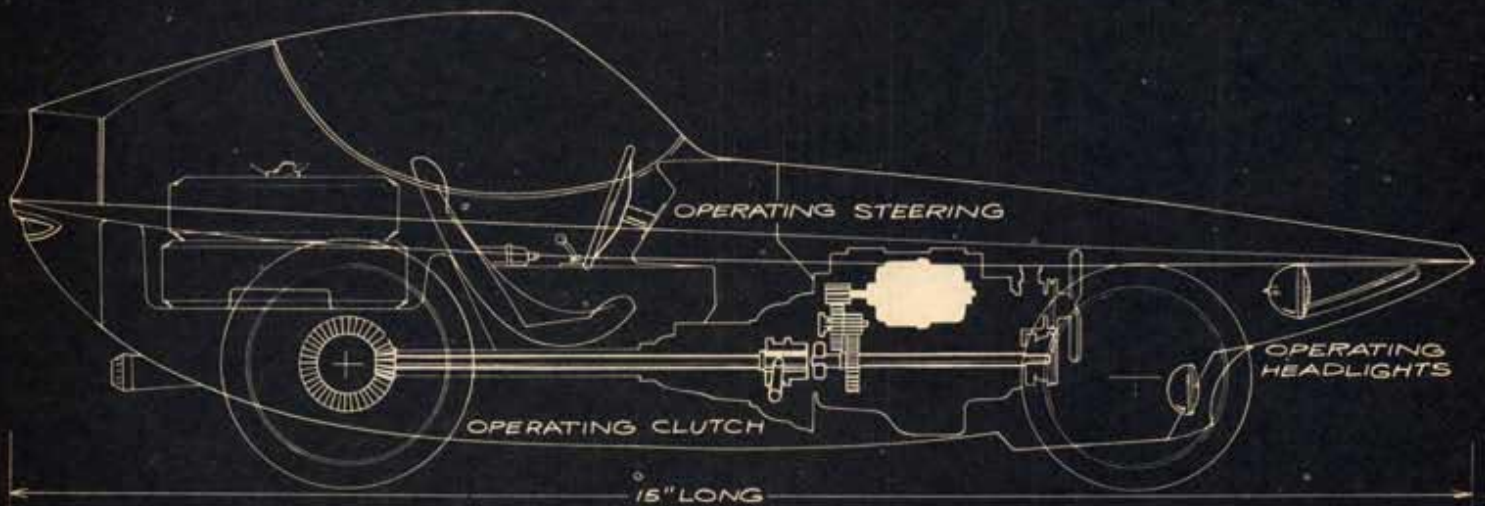
Lindberg Unveils A Motorized Car Of The Future



Jumping out of this month's cover is one of the hottest new kits of the 1965 model car season. The GT 200 by Lindberg is a 1/12th-scale dream car with more than just futuristic styling to make it appealing to the model enthusiast. Beneath that beautiful "skin" are such far-out features as coil spring suspension action, operating headlights, working clutch and steering and a hinged bubble canopy.

It's a big model, 15 inches long, and the high quality of its detailing makes it a natural show machine. The fact that Lindberg includes clear and chrome plated parts adds to its appeal.

If you have been following the news from Detroit's big car styling studios, you know that the GT 200's aerodynamic styling is a real preview of what you yourself will be driving in just a few years.



Monster Mania 1965



Loveable Fred Flypogger, as "Speed Shift." This supercharged monster races with the bare essentials, and he'll probably win too!



Superfink! The sidewalk terror from Revell. Horrified onlookers are "Big Daddy Roth," Superfinks creator, and a nameless friend.



Fred Flypogger again, as "Super Fuzz." This copper is bound to have the situation well in hand, with a club like that!

A round-up of the hokey and the horrible

THE MONSTER BUSINESS is booming! Plastic monsters that is! Aurora, Revell, Monogram, and Hawk are the big names in this ghoulish business, and 1964 sales have all of the Dr. Franksteins, back in the dungeon, grinning from ear to ear.

Another cat who is grinning from ear to ear, (and why not?) is Big Daddy Roth, one of the originators of the monster movement. A glimpse at Surfite's picture shows this happy ghoul, grinning at our cameraman . . . Hey Big Daddy! The camera is this way! Big Daddy! There, that's better. The wild little machine that he is resting in is his newest creation, the Surfite. Revell is producing this surfing sweetheart in 1/12 scale under kit number H-1240, for a paltry \$3.00. Sorry fans, no girls come with the kit!

Other new Revell releases include the "Superfink," which sells for \$1.00 under kit number H-1308, "Angel Fink," also a dollar under kit number H-1307. Yet a third new release is a monster so bad

BY RAYMOND E. HOY

that we couldn't photograph him! His name is still in the dark also, as Big Daddy claims the new monster-child is just too ghastly to honor with a name! Soooo . . . Big Daddy just calls him "No Name Fink Monster," and Revell sells him for \$1.00 under kit number H-1309. Revell plans a national contest soon to find a name for this little horror. Watch for it!

Of course, "Mother's Worry" and all of the other RothFinks are still around, and nine of the all-time great monsters are available in decal form for just 20 cents, all on one 6" x 4" sheet. Your hobby shop should have them soon.

A little out of the monster line, but of interest, are Revell's new models of Flipper, the famous NBC network friendly dolphin, and his best pal Sandy. Also, the Phantom and Flash Gordon, long-time comic strip characters have joined the Revell ranks.

Good heavens! Look what wandered out of the front door of the Monogram factory! It looks like a left-over from "The War of the Worlds" or some monster movie. Let's look closer.

It's Fred Flypogger! Now there's a real loveable guy! Ol' Fred is the happy monster-pal of creator Stan Miller Jr. Fred comes in a variety of situations. Pub-

licity photos show Ol' Fred as "Speed Shift" which Monogram sells for \$1.00 under kit no. MM106, or as "Super Fuzz," kit no. MM104, also \$1.00, and finally, Fred as himself, a friendly surf slob whom Monogram calls "Flip-Out," a rotund little guy who seems to be ready for an ocean orgy. "Flip-Out" is available in kit no. MM105, \$1.00.

Hawk Model Co. has been one of the biggest movers in the monster business. They probably have the biggest variety of monsters on the market. Their "Weird-Ohs" are famous as far as civilization extends, and who knows, maybe even the witch doctors in the deep dark jungles have one or two around. The "Weird-Ohs" should certainly frighten away the most evil of spirits!

The new family of "Frantics" by Hawk, sell for \$1.00 a throw. The Frantic Family consists of: "Totally Fab, Frantic Banana, Steel Pluckers, and the Frantic Cats."

Hawk eyeballs the surfin' scene with a family of surfers that will test the nerve



Ol' Fred Flypogger, as "Flip-Out." The slovenly surfer is all set for a big time in the swingin' surf. Surf's up!





Angel Fink! This dainty little creation is caught in the act of brewing up a fresh batch of "Nitro" soup, while her "Hip" snake watches.



Wolf Man's mouldy mummy prefers the sports model, called "The Mummy's Chariot." Great for escapes from first aid classes!

The great shaggy one, in the modern version of fast transportation for the young-monster-about-town. "Wolf Man's Wolfwagon!"



Frantics



The Frantic family! "Totally Fab," "Frantic Banana," "Steel Pluckers," and the "Frantic Cats," raising the roof!

of any life guard! This goofy group sells for \$1.00.

Last but not least or living, is a group of the most famous monsters of all time, the Weird-Ohs in all their glory! Need we say more?

Aurora really roars with their version of fast transportation for the young monster-about-town. The 98 cent "Wolf Man's Wolfwagon," is a beauty. Wolf Man, as usual, needs a shave, but can't

"The Silly Surfers." Show us a lifeguard who is brave enough to curb this crew, and we'll show you a guard who's seen too much sun!



"JUDAS MALLIN' THE SEVEN WITH A SIX BACK"



"HUT DOORER"



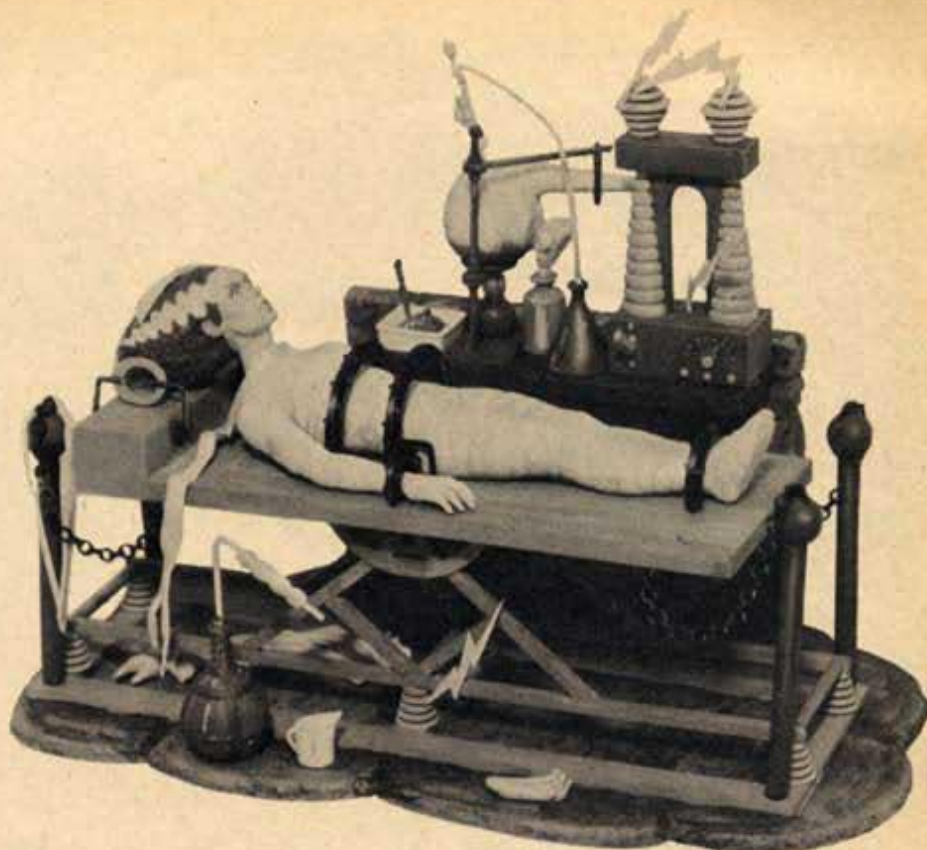
"BENCH BUNNY"



"A WINDING AND A BATH"



Stroker McGurk and the "Tall T."
Super-casual Stroker gasses over the
land lines with his gal, while piloting
his hopped phone booth.



"The Bride of Frankenstein," complete with operating table and all the goodies
necessary for a successful brain transplant.

find a barber brave enough to tackle the job.

Wolf Man's mouldy mummy buddy is driving his new sports version of "Mummy's Chariot." Looks a little like the old fellow is trying to escape from a first aid practice session.

Aurora really comes on strong with "Bride of Frankenstein," a \$1.49 kit that comes complete with operating table and all the goodies needed for a successful brain transplant.

Model Products Corporation presents a little swinger called "Stroker McGurk," driving a "Tall T" rod that will curl the hair on the most hardened California "Kustom King." The "Tall T" is built, (so MPC claims), by wild man, Stroker McGurk, from a junk yard. The body is a collection of goodies from the local telephone office — namely, a telephone booth with working doors, and a telephone. And McGurk is on the line!

The "Tall T" is scaled to take parts from any 1/25 scale kit. Price — \$1.00.

That's about the story friends. Monster Mania for 1965. There's bound to be more to come. Who can resist the loveable look on the face of a "Superfink," a "Freddie Flypogger," or an "Endsville Eddie?" Not me!

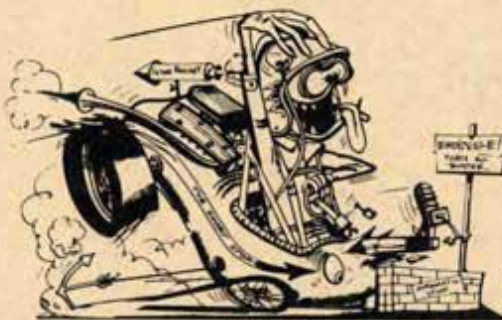
The Weird-Oh group. The most famous
menaces of all time. Take your pick
of the group — they'll all get you
in trouble!



DAVEY — THE MOTORCYCLIST ROAD BLASTER



LEAKY BOAT LOUIE



ENDSVILLE EDDY



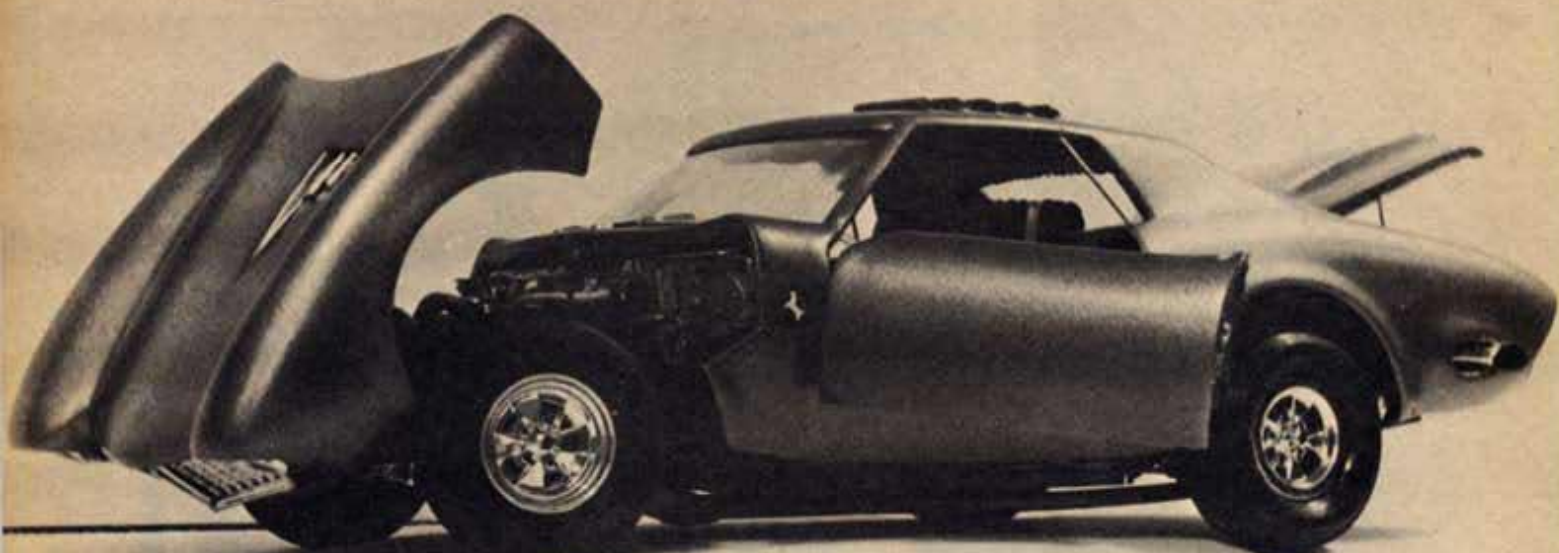
DIGGER—THE WAYOUT DRAGSTER



DADDY —THE SUBURBANITE

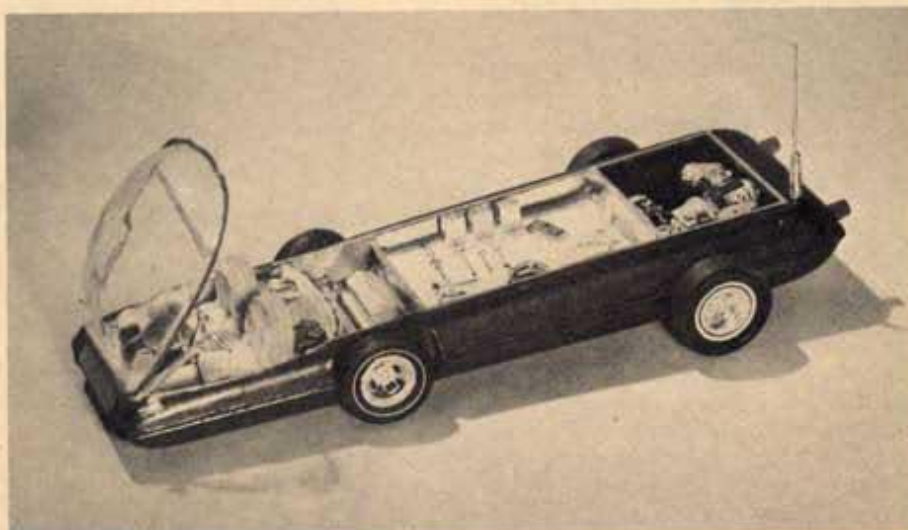


FREDDY FLAMEOUT



Contest Winners

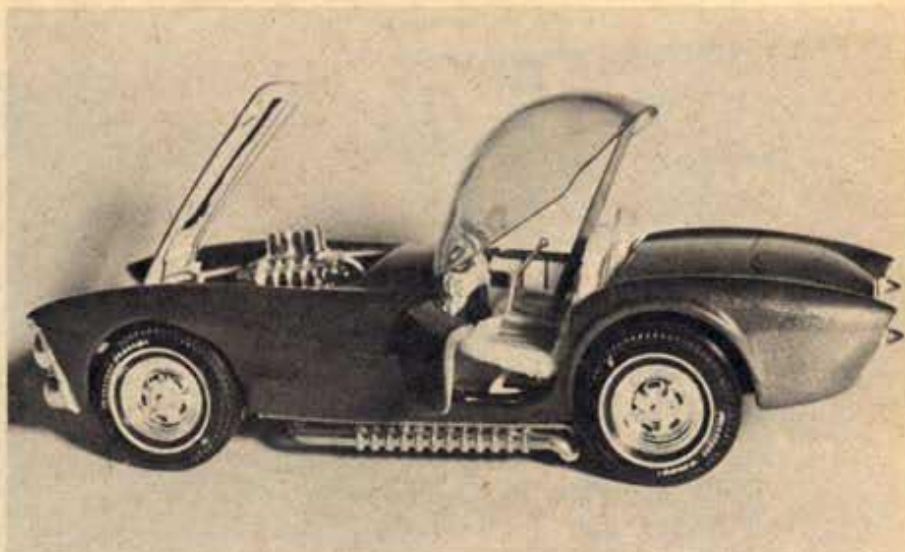
Another entry from Canada, this one by Dwight Ryan of Ancaster, Ont. It is called the Centron, a scratch built pick-up of the future. The body was originally a plastic pencil box if you were wondering. It has working head and taillights and the T.V. screen also lights up.



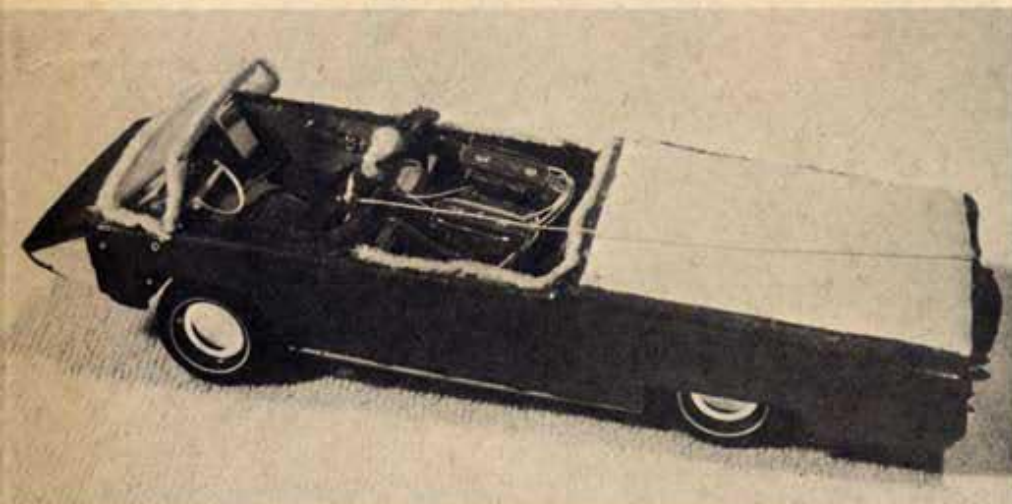
Like to build models as well as race them? Well R. W. Gaunt of Toronto, Ontario must by his entry this month. It is a Pyro '35 Auburn speedster, converted for track operation. Other items of interest are the complete engine compartment and the lady driver.



A lot of work went into this month's winner of the \$25 Savings bond by Dennis Des Rivieres, 1011 London Road, Sarnia, Ontario, Canada. Originally a '64 Buick Riviera, it has been sectioned both vertically and horizontally as a starter. Then hood and front fenders recontoured and extended then joined and hinged at the front. Under this is a complete engine compartment with all the goodies including all lines and wiring, windshield washer, voltage regulator, coil, horns and etc. All this rides on a frame having working independent suspension at both ends. The frame contains parts from AMT's '63 Corvette center section, Revells custom frame front section and the Revell '41 Willys rear frame section, with MCP's '64 Corvette furnishing parts for the rear suspension. In all quite a car to be heading our list this month.



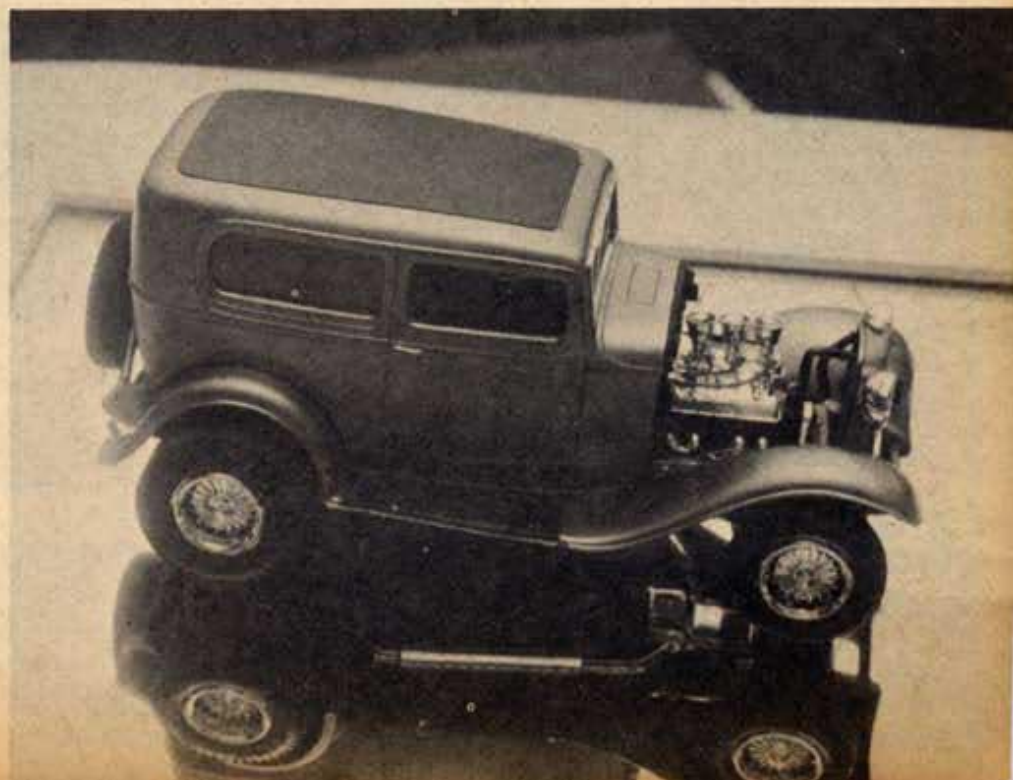
A custom Cobra by Tom Szymczyk of Burlington, New Jersey. Modifications include extended front and rear fenders, containing Riviera headlights and T Bird taillights. Bubble top is Revell. Engine is a completely detailed and blown 283 Corvette.



A custom pick-up for the drags by James Rudy of Washington, D.C., using a Chevonne El Camino as a starter. Power is supplied by twin Corvette engines center mounted, while the driver sits up front.



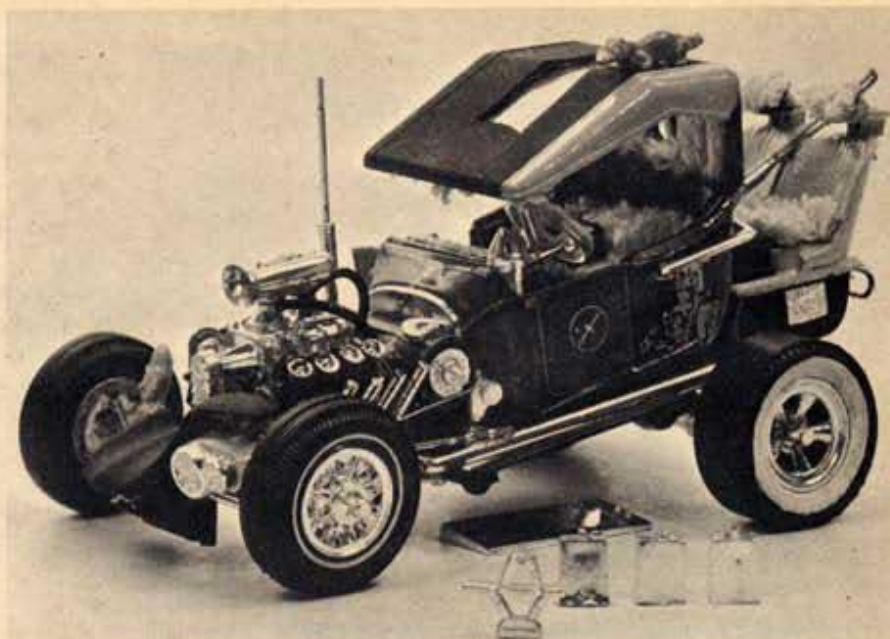
Details of the Corvette conversion are exposed in this shot. The entire set up is scratch built from tubing and sheet brass and includes a working front wheel steering. It's by Dennis Doty of Opa Locka, Fla.



A neat and clean '32 Ford Sedan by Paul Herfel of Hicksville, New York. It is finished in A.M.T. Metallic blue and has a full house Buick for power. Top fabric section and running boards are covered with black electrical tape.

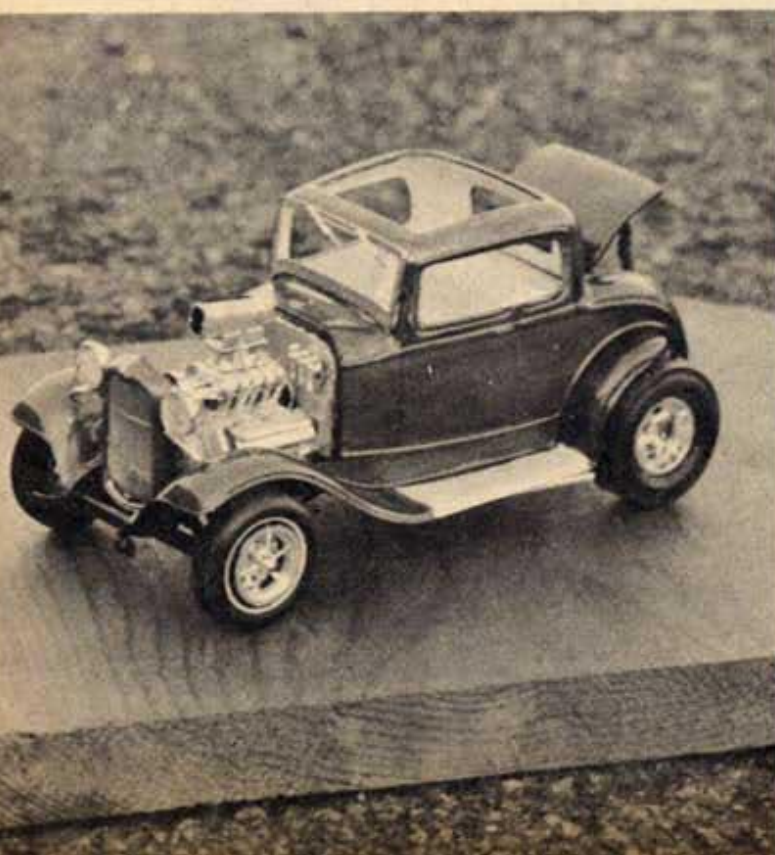
Man, dig that hairy upholstery and the engine that is half Lotus Ford and half '57 Chevy, now that is a combination.

We are glad to see the grab rails for the rear seat passengers, as it must be a rough ride way back there.

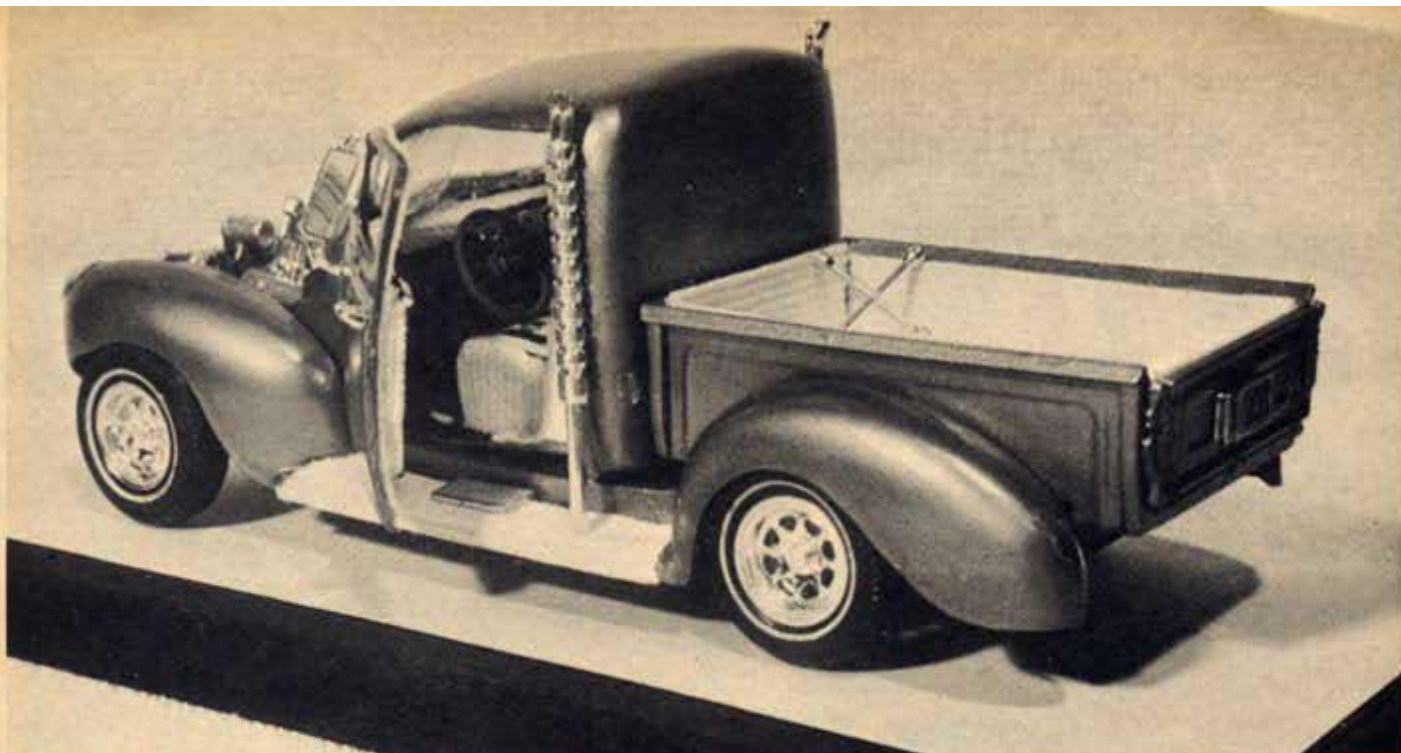


Another entry by Rick Rudy, this one a customized '62 Corvette of A.M.T.'s. Front fenders have been extended and contain square headlights. Doors have been opened, as well as rear panel contours changed.

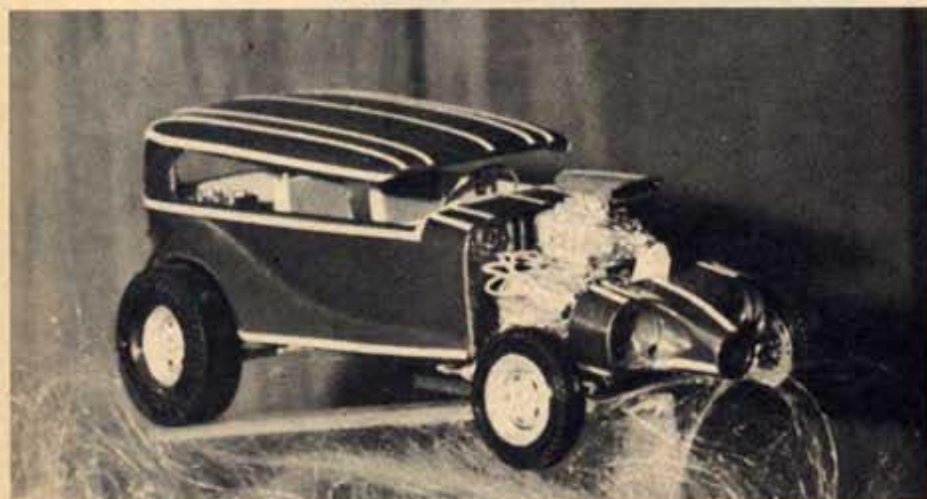
This double bubble entry is by Skip Hart of Cory, Illinois. The basic car is a '58 T Bird to which Skip has added his ideas as to what a good custom should look like.



A number of components went into Philip Way's model and the result is a clean '32 Ford Coupe, Chrysler powered, with big slicks under the bobbed rear fenders. It is painted Burgandy red with white trim.



Here is a '40 Ford converted into a pickup. The body was cut in half and a rear panel made of balsa wood. The pickup bed is from the '34 Ford. James Rudy is the builder.



It was a '32 Ford Sedan before George Piperis of Oakland, California, started to customize it. Now the top has been chopped, all posts removed and the rear fenders molded into the body. The wild front end is from a model Airplane kit and is the fairing around the engine outlet.



Small cars could park under the tail of this one with all that rake, but for proper handling on the drag strip it should be at the other end. This one is the work of Rick Rudy, he sure builds a lot of them.



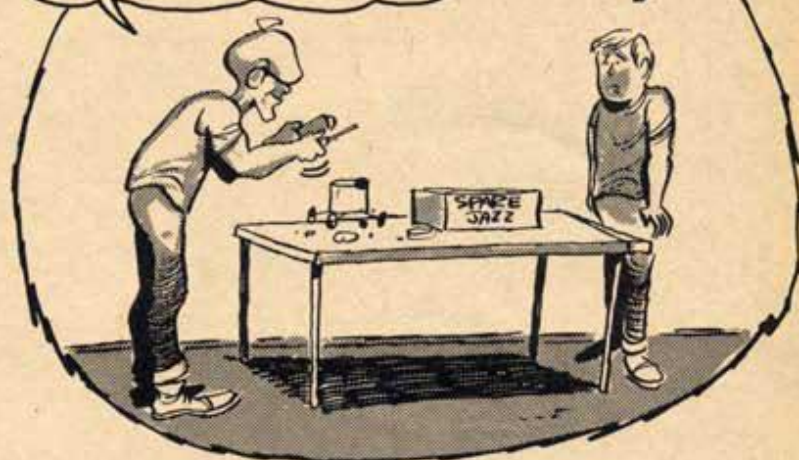
NO FEAR..THE KID HAS
GOT A PLAN! BE RIGHT
BACK!



LATER..

WHAT YOU NEED IS A
LITTLE AUTOMATION!

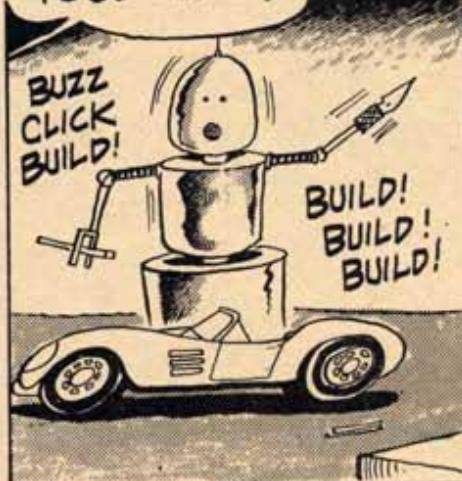
„SIGH!



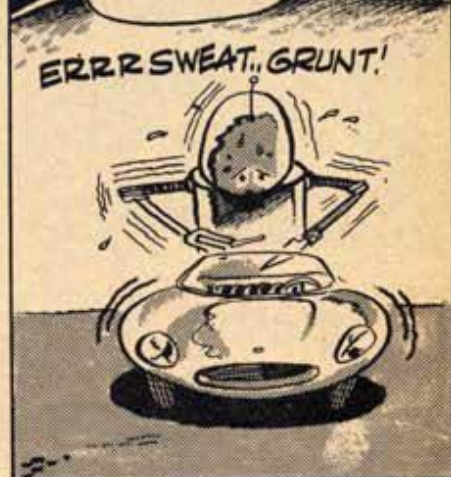
GEEZ! A LITTLE ROBOT
MODELER!



GOLLY KIT..HE'S DOING
IT..PUTTING THE CAR
TOGETHER!



NOW, THE FINAL TEST..
THE PAINSTAKING
DETAIL!



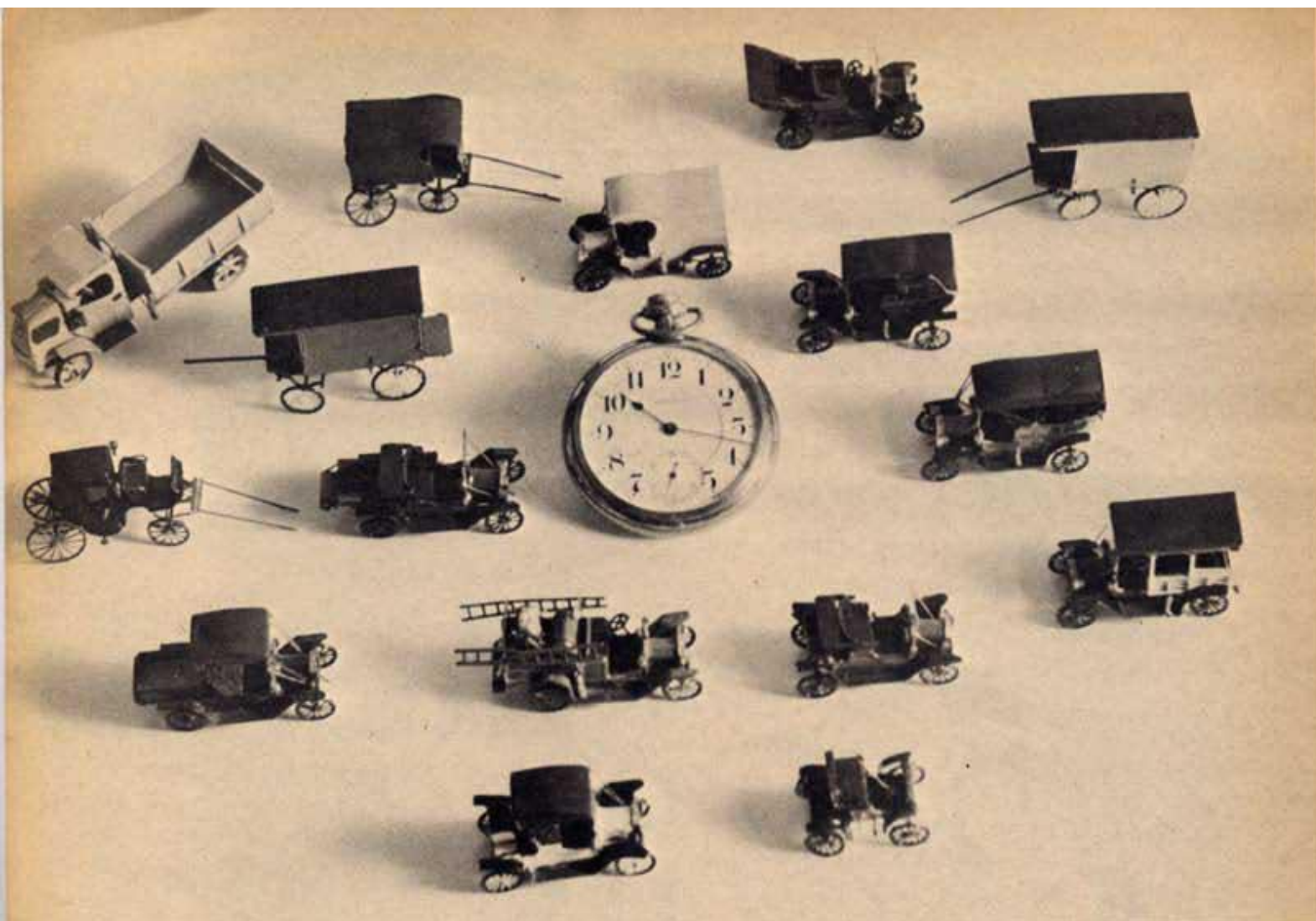
AND..



MAYBE HE WASN'T PROGRAMMED
FOR THIS KIT!

„OH SHUT
UP!





PHOTOS BY CHAN BUSH

VINTAGE MINIATURES

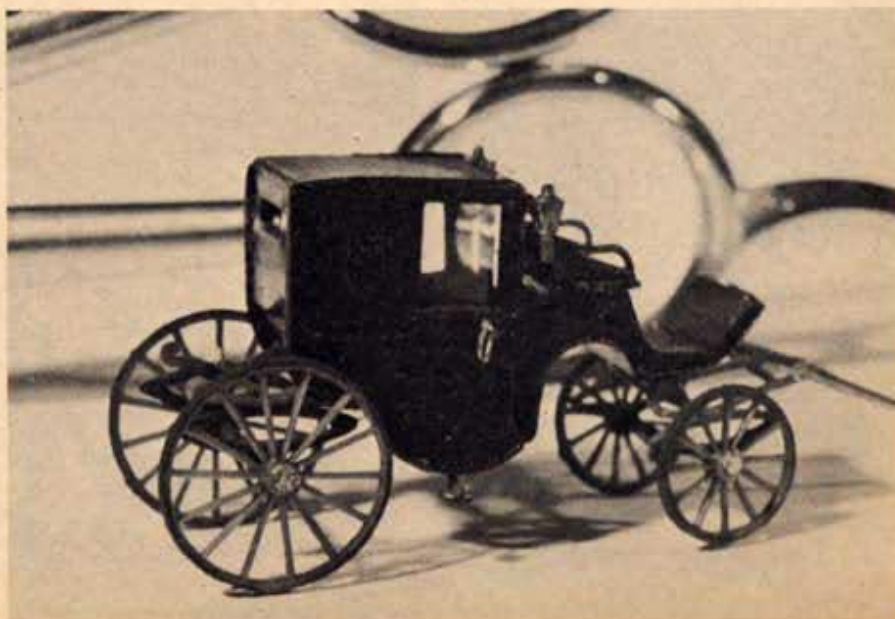
There's a whole new world of model making in these classic shapes

BY JIM KEELER

Open the package. Carefully dump the tiny parts on a sheet of paper. Out they come, little bits of plastic, wire stamped aluminum and celluloid!

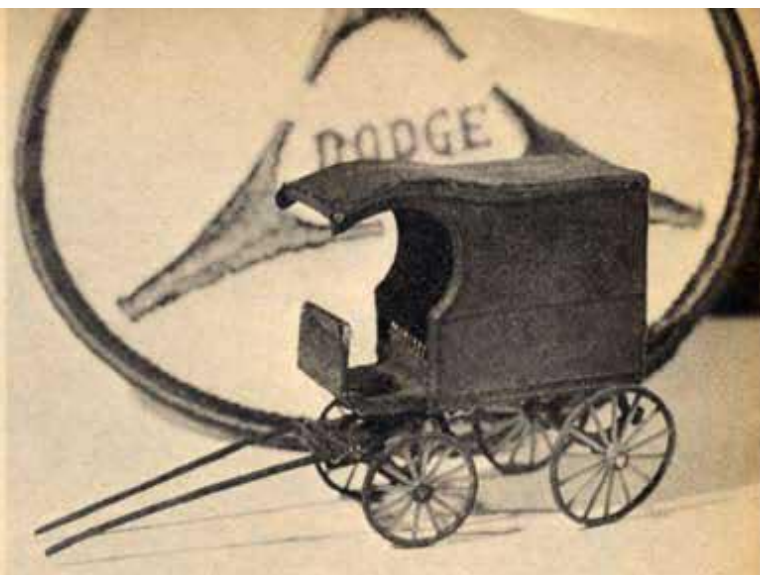
At first you will probably say impossible! But a look at these photos and you will understand the title "The World's Smallest Car Kits!" With care and patience you too can assemble Jordan Products' entire line of HO scale car kits, from the first Oldsmobile to the massive Mack Trucks. Each of these kits consists of aluminum body panels and fenders, plastic wheels and seats and

This fashionable horse drawn vehicle was very popular as a cab before the turn of the century. The pair of scissors in the background illustrates the size of this Jordan Miniature.

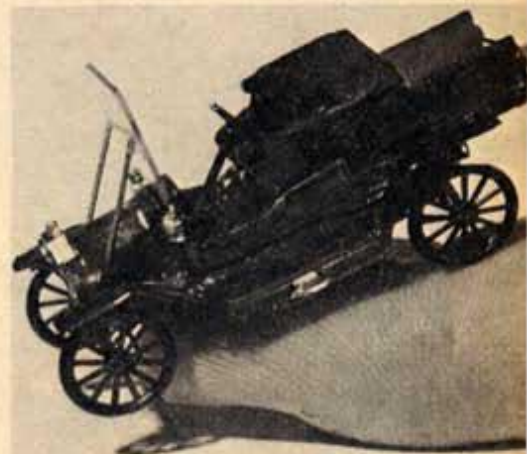
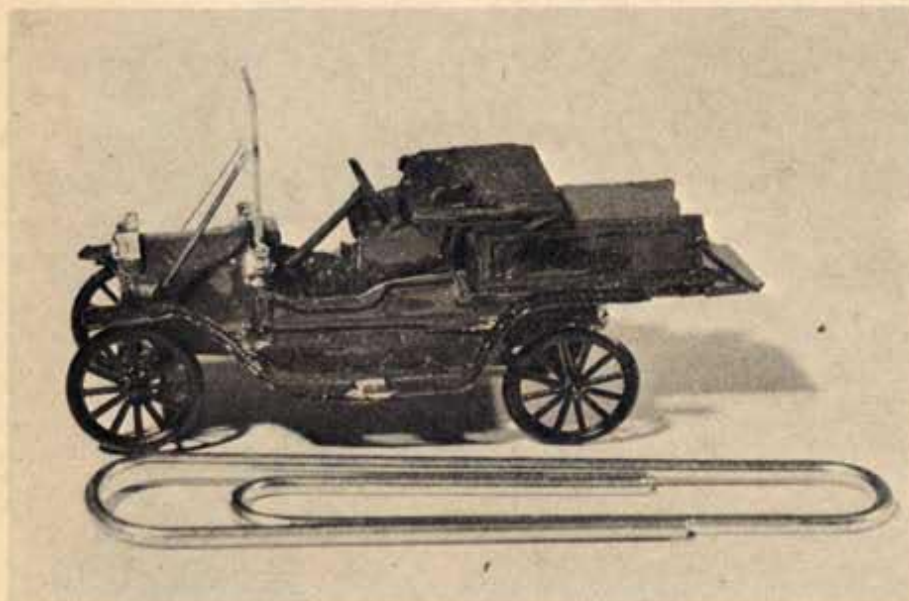




The Ford Model "T" Roadster Pickup comes with parts for a top-up or top-down model.



Note the finely detailed wagon wheels on this delivery van, with the three inch diameter Dodge emblem in the background.



One might call this fingertip transportation! If you're seeking what is both challenging and unique, Miniatures are the answer.

bits of wire for windshield frames and other parts. Assembly is time consuming but rewarding and requires liberal use of tweezers and model airplane cement (not plastic cement).

The Model "T" Fords come with parts to build either a top up or top down cars and you can also scratch build bodies to fit such as the "Woody" shown here. One could even build a custom show car with these tiny parts and apply a wild custom paint job.

Speaking of painting, the best way to paint these HO cars is with a tiny number 00 brush. You should also thin the paint before applying it so the detail will not be lost. Cement should be applied with a toothpick and care should be taken to line up parts before assembly is completed, as a crooked fender or out of line wheel will stand out and ruin the appearance of the finished model.

If you're tired of thinking big and want to try something different, try the Jordan Products' Antique cars - I guarantee they will fill the bill.

JUNE 1965

Business like and compact, this Roadster pickup is no larger than a paper clip, and takes only a few hours to construct.



Even rubber band power would be too much for this "T". Note the interior with brake handle, steering wheel and tufted upholstery.



The top on this "T" was made by joining two Roadster pickup tops together and filling with body putty.

This "T" Woody with a surfboard was constructed using Balsa wood for the body and surfboard and other parts from the Jordan "T" kit.



Note rear end construction details and tail lamp. These miniatures are ideal for the collector and make great gifts.



Complete with a rumble seat in the rear, this "T" reposes in the jaws of a normal size stapler.



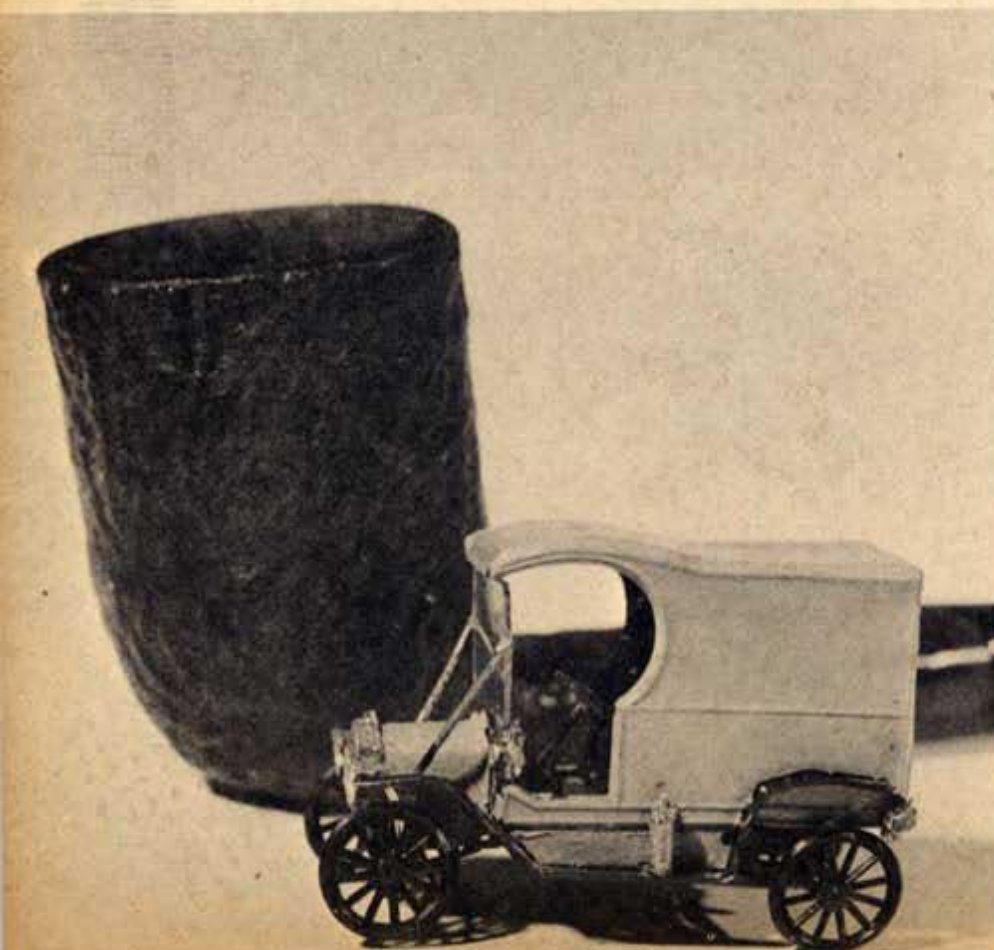
Here's a chance to relive the "good old days" with a "T" that sports a nifty custom built top.



Each of these Jordan Miniatures costs only one dollar including the Town Sedan shown here.



Two roadsters and a roadster pickup are shown here. Note the "glass" windshield and rear windows.



The first Oldsmobile "runabout," created in kit form by Jordan is no larger than a postage stamp.

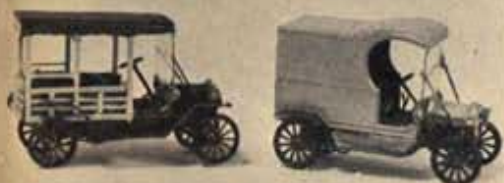


If Hertz Rent-A-Car had a fleet of Jordan Model "T" Fords, they would only need a dozen or so Kodak film boxes for garages.

Put that in your pipe and smoke it! The tiny world of HO scale is well illustrated by the Model "T" van.



The key ring illustrates the size of the heavy looking but flyweight Jordan models.



The "T" Woody and Delivery Van could be adopted to slot racing by using Atlas or Aurora HO motors and chassis.



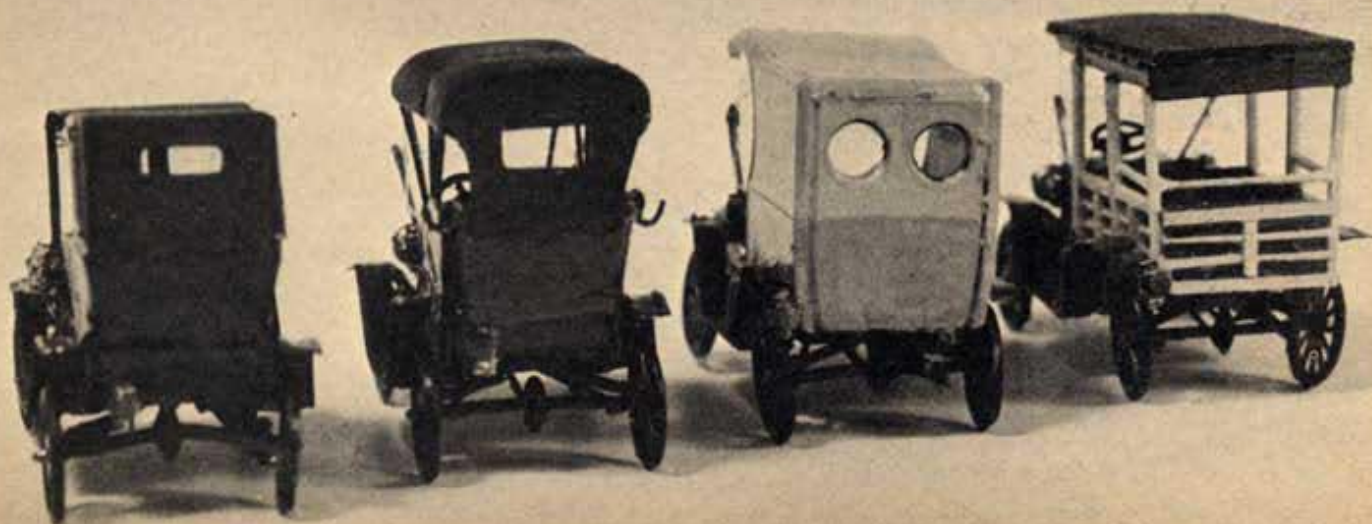
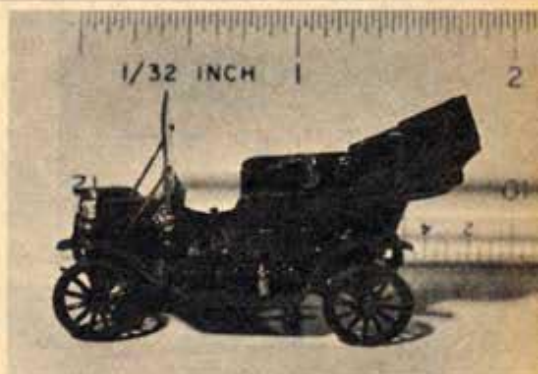
Mack Trucks, symbolized by the big bull dog, are also made in kit form by Jordan Miniatures.



Fire truck enthusiasts will be happy to know that Jordan makes these too! Note the fire bell, ladder and hose reels.

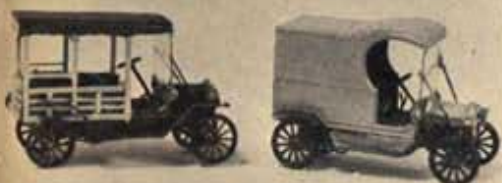
Aluminum fenders and bodies are stamped from thin gauge metal which is easily bent into shape.

For a handful of enjoyment, try the Jordan Miniatures available at shops that carry HO gauge model railroad equipment.





The key ring illustrates the size of the heavy looking but flyweight Jordan models.



The "T" Woody and Delivery Van could be adopted to slot racing by using Atlas or Aurora HO motors and chassis.



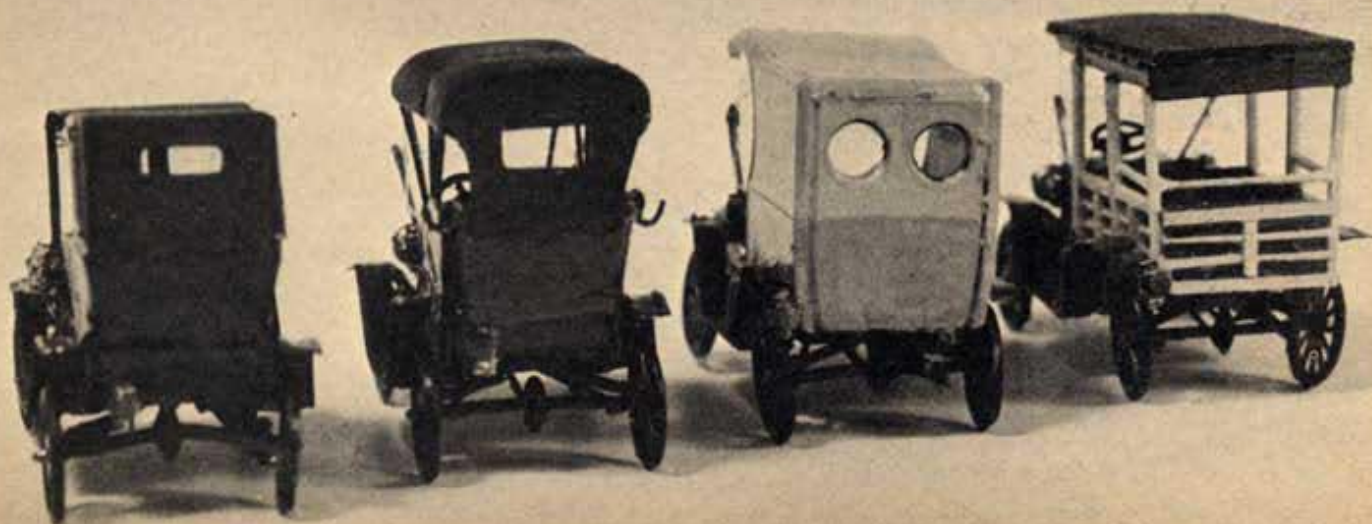
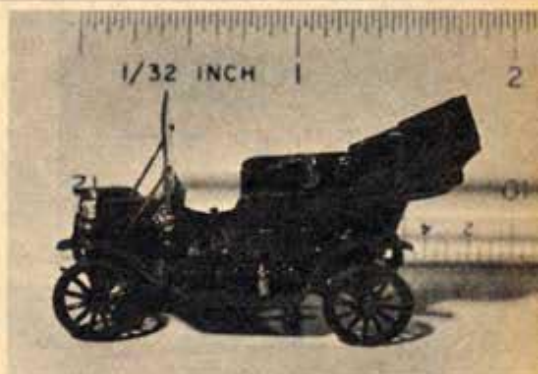
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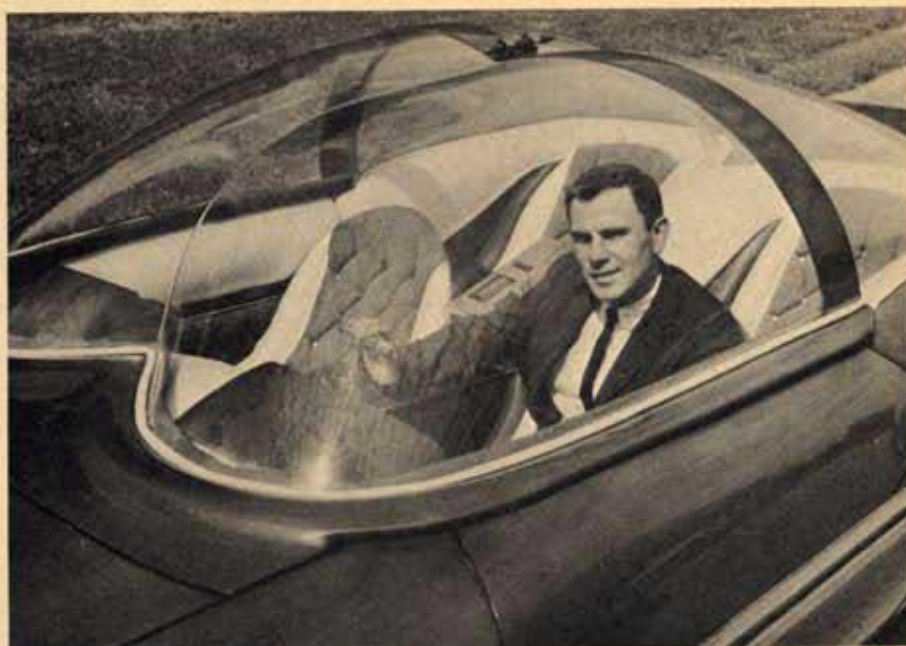
For a handful of enjoyment, try the Jordan Miniatures available at shops that carry HO gauge model railroad equipment.



CUSTOMIZING THE PREDICTA

One of the nation's top big car stylists tells you how to make the most of this great Monogram model

By DARRYL STARBIRD



WHEN I BUILT THE ORIGINAL Predicta, it was considered so way out that the idea of customizing it further seemed unlikely. But since Monogram has put out the car in kit form, I can find plenty of ways to make it look different but still retain its original style.

Basic changes could be made in the bubble top, the interior, the rear end and the grille. The Predicta could be turned into a wild dragster. Or, you might even go all the way in reverse and turn the Predicta back into the '57 T-Bird it came from. As a hint for this, the biggest change was in using the '59 Buick rear quarters.

Let's take a look first at what you can do with the top. Adapt the fast-back bubble from Monogram's '58 T-Bird kit for a quick change in the car's profile. Or you might remove the bubble completely, add a windshield and adapt a regular solid fast-back top to the body.

Here's another idea. Take the '58 T-Bird fast-back bubble, sand the clear plastic and paint on a "solid top," leaving the side and rear windows and the windshield unpainted. You must take care not to scratch the "glass" when sanding. Use 1/16" chrome tape to outline the paint break lines.

You can create a super Marauder look by cutting the top out of the bubble. Leave about 1/2" of plastic for

a windshield and sides, tapering down to 1/4" behind the doors. A '55 Chevy top and windshield could be used for another new look.

Now let's see what we might do to change the interior. Why not fill in the area behind the seats and add a modern headrest similar to the one in the Futurista? A flat piece of plastic, perhaps a left-over bed tarp from one of Monogram's pickups, will do the cover-up job. The headrest can be carved from balsa or plastic stock.

Another interior change can be made in the seats. Replace the contour buckets with conventional seats from a '55 Chevy kit. As for a different dash, the '58 T-Bird dash would look great. If you do this, you'll want to add a steering wheel and take out the stick steering.

Here are some rear end changes that

Darryl Starbird, Monogram's custom car design consultant, is recognized as customizing's most forward looking stylist. He built big Predicta from '56 T-Bird.

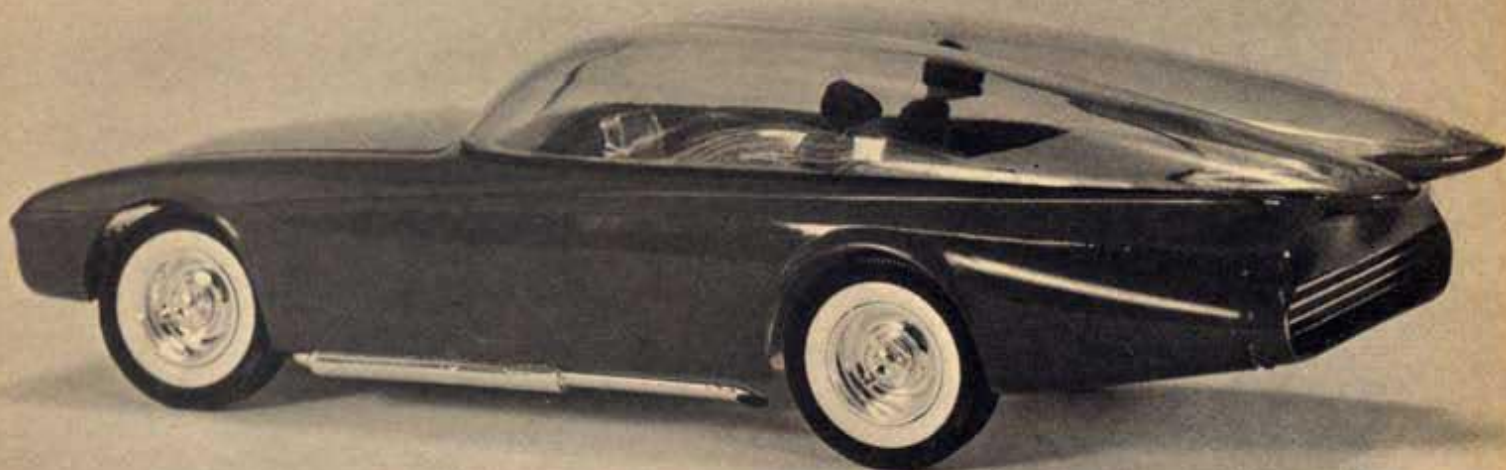
will make the Predicta entirely unrecognizable. For one, remove the rear end oval and bring this to a flat pointed shape running across the width of the car. Floating tail lights made of small diameter red plastic tubing could be added to the lower edge.

Or if you like the shorter rear end that seems the rage this year, remove the rear oval section and shorten the body, creating a bob-tail look. A body section job might be the thing, too, if you're an experienced builder.

Any number of grilles could be used in both the front and rear grille openings. I've always felt that concave vertical



The sweeping lines and bubble canopy of the Predicta are Starbird trademarks. It's quite a challenge to the model builder to see if he can add anything to the already wild styling.



Close-up (left) shows Unistick steering in operation. Monogram also gave the 1/24th-scale model an opening and closing hood and a bubble top that raises and locks. Body color is red.

bars would look great. So would a grille headlight set-up similar to that on the '62 Imperial; the same could go on the rear by painting the lens red.

Or you might trim the Monogram '58 T-Bird grille to fit. Add canted headlights at the outer edges of the oval.

Now here's some really wild ideas. Add the side pipes from a pair of the '55 Chevy kits. Try jacking up the front end suspension and adding Moongram Sizzler dragster mag wheels and slicks on the rear and spoke wheels up front. Take off the hood and add the blower from the Sizzler engine. Add a wild hood scoop. Remove a panel from the hood to expose the engine. Make an engine swap with another kit — the Chevy would work well.

You can create another unusual effect by removing the fin from the body.

Finally, turn the Predicta into a wild dream car slot racer by adapting it to Monogram's '55 Chevy slot racing frame.

Naturally, you can't do all these things, and some of the changes won't go together stylistically. It's a good idea to sketch out the changes you think you'd like before you start cutting and cementing. That way you won't end up with a conglomeration of nothing.



Hood of Predicta lifts to show off fully detailed '57 Chrysler engine with fuel injection. Model also features reversed rim chrome wheels with knock-offs.

Styling Tips



One of the styling aids that automotive designers in Detroit use is clay. For those customizers that have trouble draw-

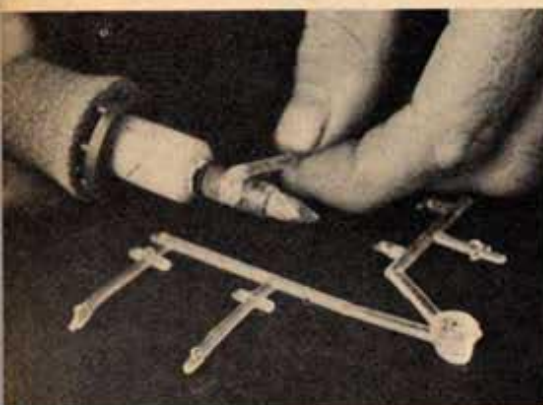
SEE IT IN CLAY

ing their ideas on paper and can't quite visualize their ideas in their mind, clay is the answer. No special tools or skills are needed as the clay is not supposed to be permanent, but just to give the idea life in 3-D.

1. In blocking in windows, it is best to push the clay in place from inside then smooth out that which comes through.
2. In this idea trial, the contour of the trunk is changed very little when you start high on the trunk and gradually



build the clay thicker toward the bottom. Then with a sharp instrument the "hole" can be cut in the trunk bed.



TAILLIGHTS FROM SCRAP

How many times have you just about had a model finished and couldn't find the right taillight? With the method shown here the amount of different kinds of taillights you can make is unlimited.

1. Take the left over sprue that the windows and headlights were on and cut off the section that has the "right" length. Warm up this piece with an Unger electric pencil, then bend the piece into shape.
2. When warm you can shape the plas-

tic anyway you want it. After checking the shape on the car you plan to use, take a can of candy apple red and spray for a realistic looking taillight.



One of the ways car customizers change the side view appearance of a car is by changing side trim. In plastic models this can be a problem unless you're satisfied with just sanding off the stock trim and having a blank look on your car.

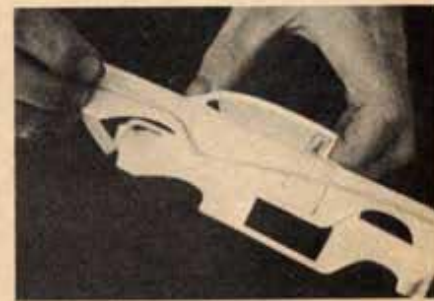
1. After sanding the body smooth of all



SIDE TRIM FROM STRING

trim, take a pencil and draw the new shape you want.

2. Take a piece of string and put a bead of glue down one side. If you wish, string can be soaked in clear airplane dope in-



stead of glue.

3. Carefully place string on the side of the car following the line drawn. Several coats of paint will be needed to smooth out string. Sand and paint until you have the desired result. Finish off by applying Auto Worlds chrome tape.

TABLE TOP RACING SECTION

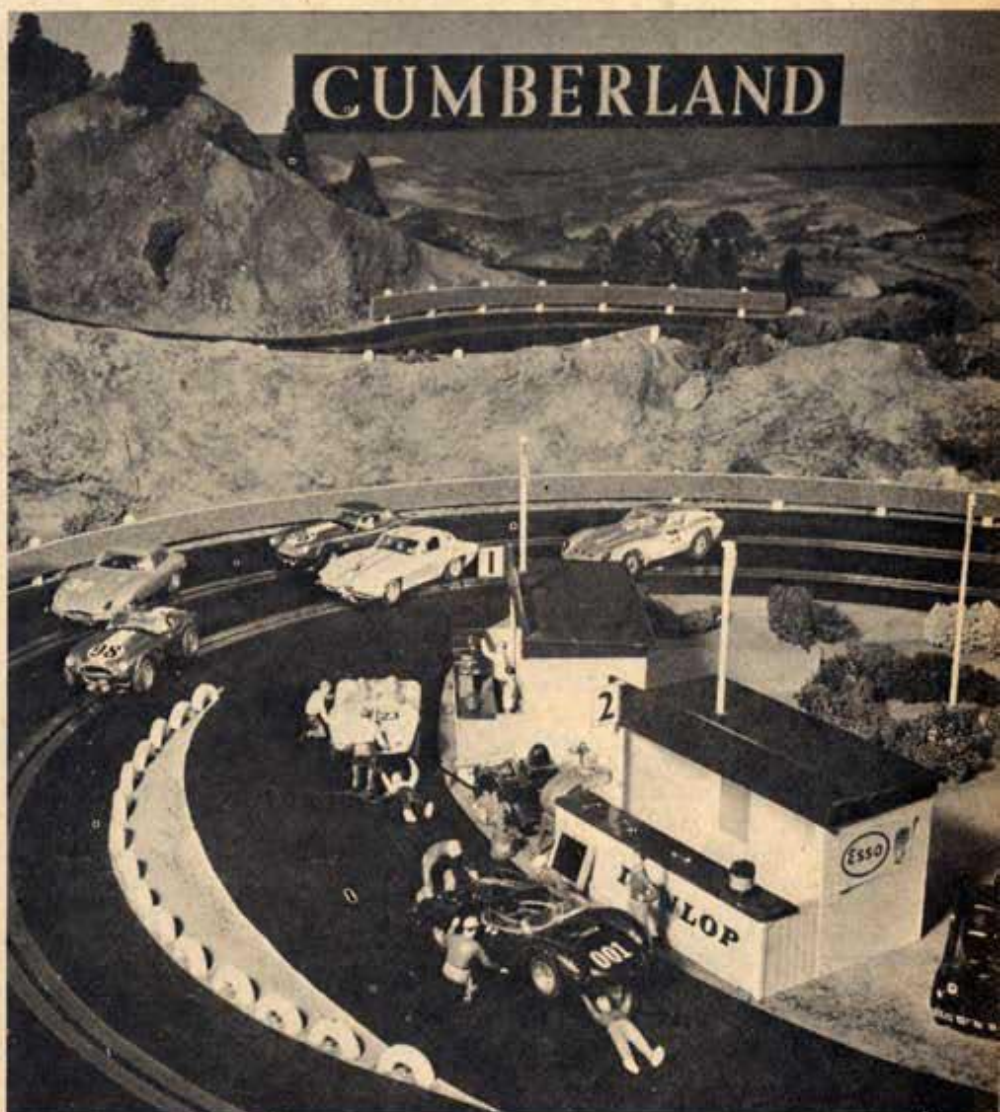


PHOTO CONTEST

Each month Model Car Science will award valuable prizes to the readers who submit the best photos of slot racers in action. Send your photos to: Table Top Photo Contest Model Car Science, 171 Barrington Pl., Los Angeles 49, Calif.

**THIS MONTH'S
PHOTO CONTEST
WINNER IS**

PAUL SCHRANZ
6228 S. KOMENSKY AVE.
CHICAGO, ILL.

*Ready to build more than just a kit?
Here's a racing chassis project
that is quick and inexpensive*



SIMPLE SIDEWINDER

A very interesting combination of snakes. A sidewinder for motive power in the skin of a Cobra. This association should be at best, somewhat unpredictable but track test proved otherwise. It goes and handles like a dream.

Would you like to build a very simple Sidewinder chassis that won't cost you much and can be completed in an evening using a minimum of tools and equipment? It's an easy way to make one of your cars more competitive and is an ideal project for the fellow who wants to start building his own cars rather than just assemble a kit.

The idea for such a chassis has been the object of a lot of sketches and doodling on paper for some time. The results were always much too complicated and involved to be produced without equipment, and ability beyond the reach of most. The idea presented here was so

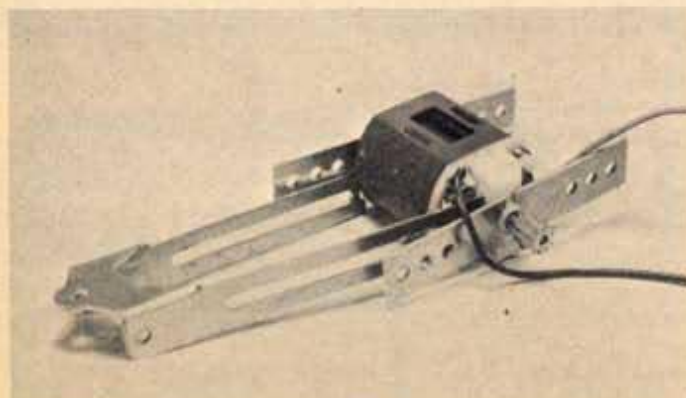
BY ROBERT HOEPPNER

simple that it was overlooked but when we began to see the light it could not be set aside until it was finished. The entire time involved was a little over four hours, not bad at all for a scratch built chassis.

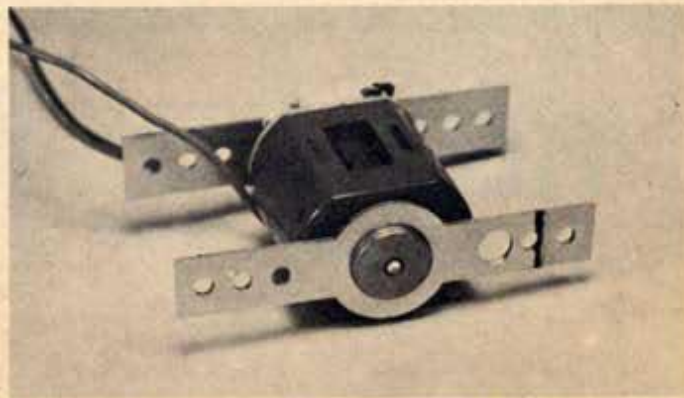
The heart of this set up is in the brackets furnished with the Revell SP-600 motor. They were meant to be used in mounting the motor in some manner in any inline chassis, however when the idea came to us to use one set of holes as an axle support instead of mounting holes we were on our way.

Center distances were checked between various gear combinations and the center distance between the bracket holes. A combination of a 16 tooth pinion and a 48 tooth axle gear is almost a perfect match with the first hole. This combination, a 3-1 ratio is a good compromise for most conditions and is about as close to a perfect fit as could be found. Opening this hole to accept the oilite axle bushing is the most important and delicate part of the entire operation as no provision for gear mesh adjustment is provided. With this in mind proceed with caution.

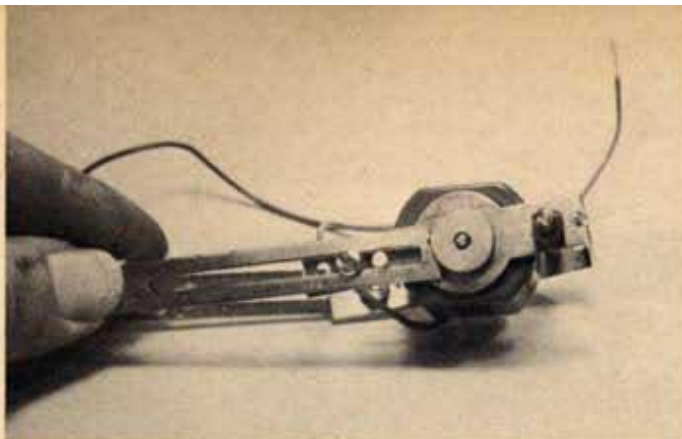
Mount the 16 tooth pinion on your



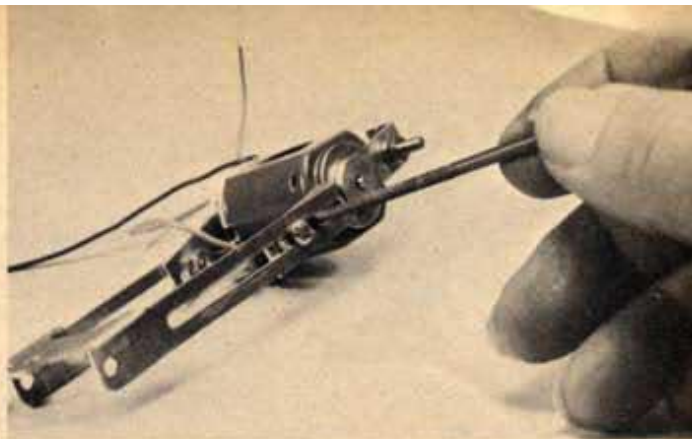
Basic ingredients are a Revell 600 with mounting brackets and the front section of a Revell 1/24th frame.



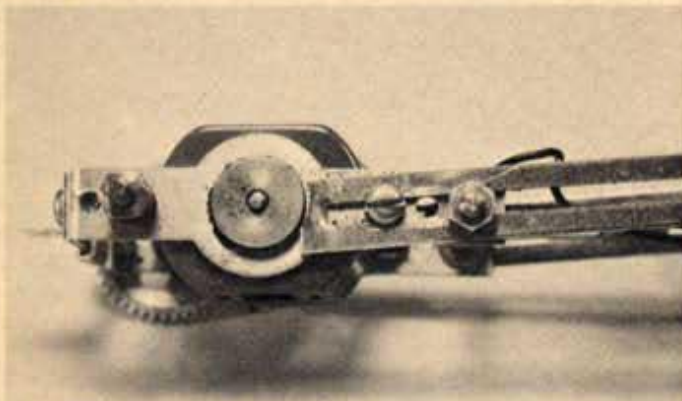
Revell furnishes two mounting brackets with their 600. They become the rear section of the frame. Enlarge the first hole to fit axle bushing and bend rear end in at 90° at point marked.



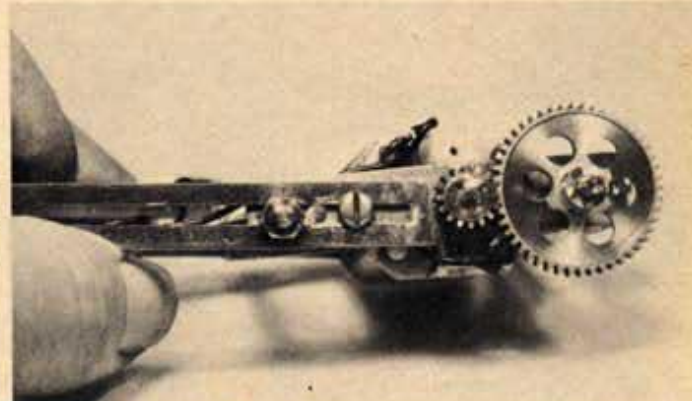
To fit Cobra wheelbase, rear edge of front section must be filed to fit motor boss. Note angularity between frame section.



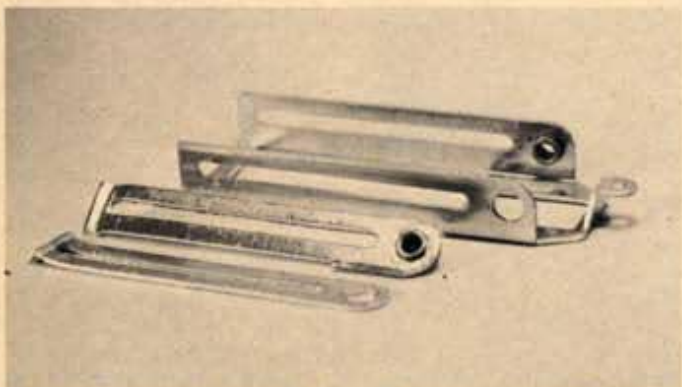
After wheelbase is established, file notches in side rails with a small rat tail to align with holes in rear section.



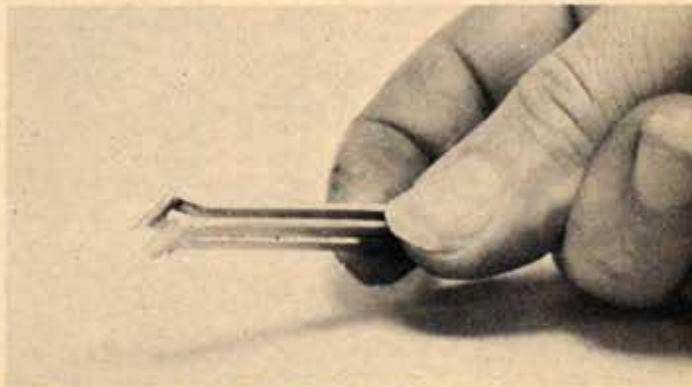
Only file enough to allow installation of screws in all holes. Check to maintain angle between front and rear frame sections as described in text.



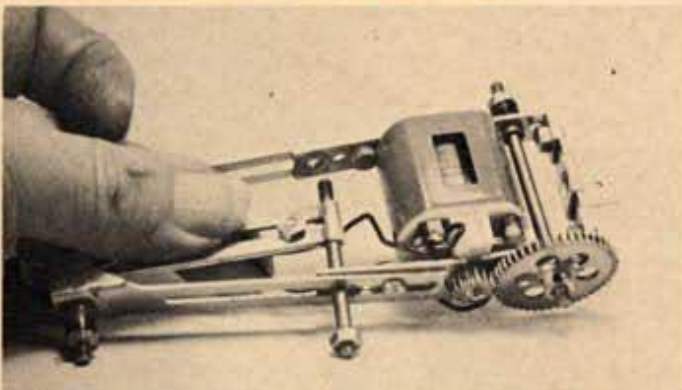
16 tooth pinion and 45 tooth axle gear make a compact installation, just right for holes in motor brackets. The 3 to 1 ratio obtained is good compromise gearing.



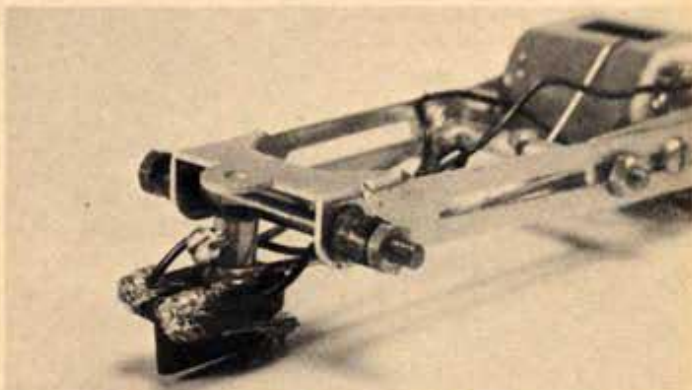
A drop pickup can be made from the unused rear section of the 1/24th Revell frame. Cut the bottom sections away leaving just the side rails. Use an Oilite axle bushing to align rails and be a mount for the pickup shoe.



Bend other end of rails to form a tight fit in a half circle around an axle. File rear edges slightly if required to make a tight fit with a screw installed in slot just in front.



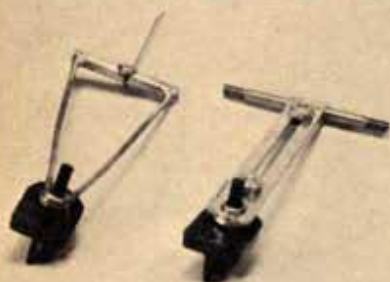
Install a short axle through the forward hole in one side. Slip on the pickup arm. Complete axle installation and then center arm and tighten screw.



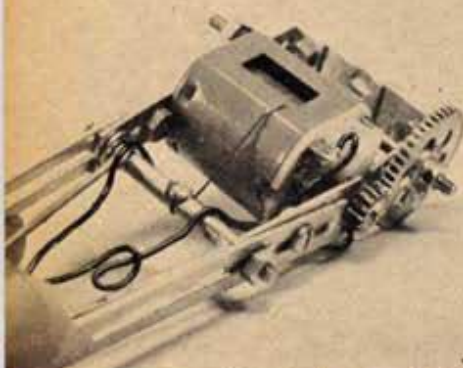
Installing the front frame section upside down allows room for drop pickup forward of axle.



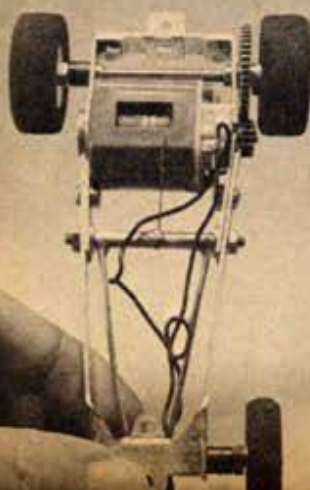
Radius the edges of front tires by sanding. It gives better control and less drag in the turns.



If you can use and have a soldering iron, the pickup arm on the left has some advantages, in that loads are more evenly distributed. It is made of 1/8 I.D. tube base with 1/16 rod for "Vee".



Our preference for extended trouble free operation is the soldered tube pickup arm. Simple spring loading arm is made of music wire. Bend wire around tube and solder with pickup about 1/2 inch below normal position and top end resting on motor case.



motor shaft with a minimum amount of clearance with the motor front case. This should be slightly more than the flange width of the oilite bushing to allow proper gear alignment. Use a 5-40 threaded center axle gear. We used a set screw hub and had to file part of the hub away to maintain proper tire tread width. Make a trial set up with motor, brackets and axle to check just how close to a proper match can be obtained, using the first hole in the bracket. You may find the center of the hole should be shifted slightly due to variations in the gears used. Once the center is established the rear section of the Revell frame can be used as a guide as to how much the hole will have to be enlarged. Align the holes in both motor brackets, clamp the frame side rail to them in the proper position and have a go with the rat tail file. Keep the holes slightly undersize so bushings will be a press fit. If by chance they end up oversize stake them in, using a center punch.

Next bend the rear end of the motor mounts at a right angle, towards the center at a point just at the rear edge of the middle hole. The two flanges should be pointing at each other and square to the edge and face of the brackets.

Flatten the ends of the front motor mount from the 1/24th frame and these holes should line up with the holes in the rear of the tabs formed on the motor brackets. Install screws and nuts and the really hard part is completed.

File the alignment tabs from the inside of the front section of the frame. Place it in what would be an upside down position to the normal installation. Then temporarily attach it to the motor brackets with screws and nuts in the center hole of the bracket.

Now is the time to determine which body shell is to be installed as alignment notches, the next operation should be made to fit a predetermined wheel base. Our installation was made using the Revell Cobra as it turned out, a perfect choice. For this installation the front section of the frame must be pushed as far back as it will go or until it hits the large brass motor bearing. Temporarily install all wheels and tires for an alignment and height check. The wheelbase should be a shade too long after checking longitudinal alignment. This works out to our advantage if the amount removed from the rear edge of the front section of frame is taken off at the top edge rather than the

Pickup tube should be short enough to allow installation of a washer on either side to prevent wear and binding of tube in frame rail slots.

center. This approximate 1/16th inch removal at the top rear edge will reduce the wheelbase and allow canting the two frame sections in relation to each other, giving a sway back appearance to the chassis. This allows the motor to pivot around the axis of the rear axle and ground clearance of the motor case can be set at the minimum, which will improve the C.G. of your car.

In this position the other two motor bracket holes will be partly covered by the side rails. Use a small rat tail file and notch the side members to agree with the bracket holes. Now screws can be installed in the rear ones. The forward ones will become the pivot point for a drop pick up, which any good Sidewinder should have.

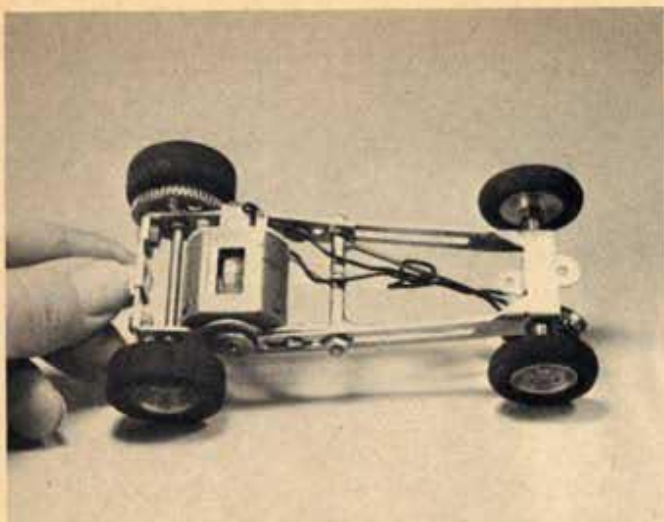
Two methods have been tried with equal results. You have the option of using either. The choice will probably depend upon your equipment. The first and easiest is made from the rear section of the 1/24th frame. Cut the center section away saving the side rails. Align the two sides and install an oilite axle bushing in the holes and a screw and nut just behind in the slot. Form the other ends around a short axle forming approximately a 1/2 of a circle on each side so that a screw installed just in front of the axle will clamp it tight between the side members. When a proper fit is obtained, back off on the screw slip out the axle and install in the forward hole between the frame sections, slip on the pick up arm and tighten the screw and install a nut on each end of the axle but not too tight.

The second method requires a soldering iron and follows conventional design. A piece of 1/8 inch I.D. brass tubing is cut to just fit inside the frame sides with a washer on either end. To this a "V" is soldered of 1/16 brass rod of the proper length at the apex of the "V" solder a washer on the bottom side as a bearing surface for the pickup. It is installed to the frame as the first one, with a short axle and nuts on the outside.

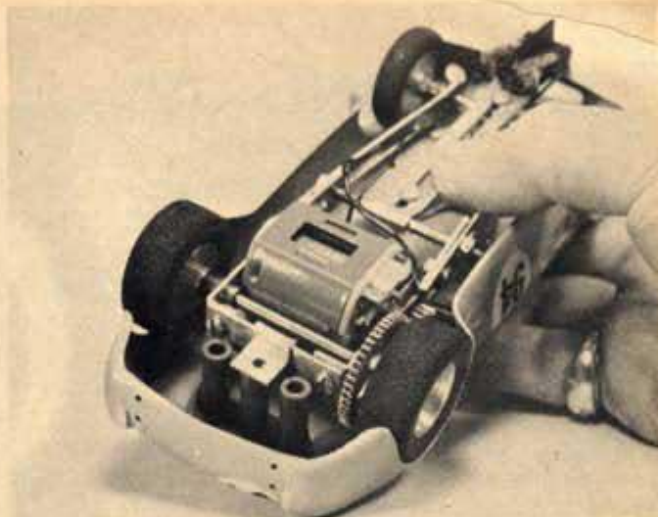
The amount of tension to be used on the pickup is a matter of individual taste and can be accomplished with weight, springs or rubber bands. Our preference is a short piece of small gauge piano wire attached to the pickup arm and bearing on the motor case. Tension can be adjusted by making slight changes in how hard the wire rides on the case. Just bend it slightly towards the motor for more pressure and away to reduce it.

Gear mesh if held to the tight side during assembly, can be adjusted slightly after running in by elongating the motor mounting holes and using the two tabs to hold motor in position.

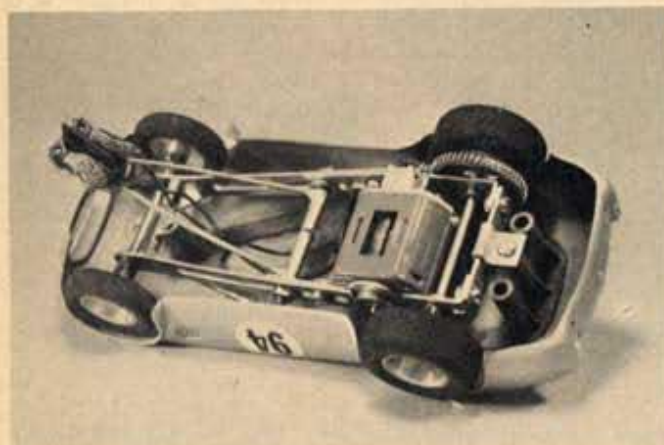
Mount your body and go have fun.



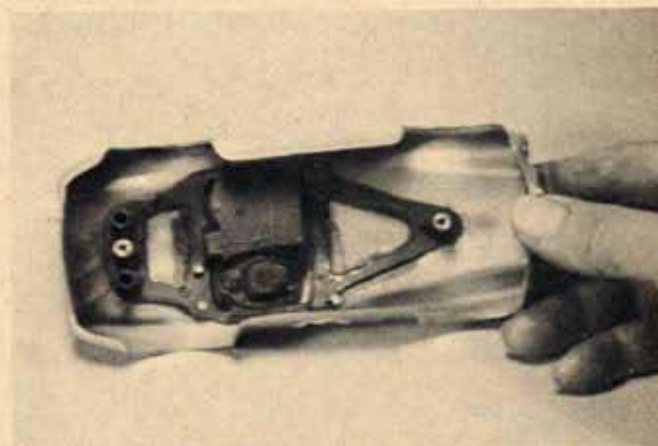
With installation of rear body mounting tab which is a 1/24th motor mount bracket formed around the rear plate, our chassis is complete.



Notch rear cross member before forming mounting tab. Check installation for proper alignment with mounting boss and wheels with fender edges.



A worms eye view of the completed assembly, its light weight is an aid to good performance.



Interior section of body can be lightened considerably with no reduction in strength. Removing material leaving the darker areas as shown.



Look close and you can see the edge of the motor case in front of the rear wheel. Minimum track clearance is an aid to good handling.

BUILDING AN H.O. SUPER CIRCUIT

PART V

LANDSCAPING WITH A LAKE

This month we're going to wrap up this particular HO series with a short course in scenery building.

It would take an entire issue to fully cover the techniques involved in building scenery, so I have tried to pick out the best methods for our particular project.

First of all, let us focus our attention on the proposed lake. After much soul-searching, I have decided against the use of real water for the lake. The reason is simple. Not only is it hard to build a lake containing real water, but with slot cars ricocheting around, it's dangerous! A truly hot race would probably see "DNF" (Did not finish) scrawled on the record sheets an unusual number of times. Now I ask you, how would it look to see, "JONES, Howard, DNF. Cause — Waterlogged." You can see my point. Water and electric motors combined, will never produce a happy race driver.

What is the best method to build a lake then? The answer is simple, and cheap. Clear, common house window glass. You can get it at any hardware store or lumber yard, and they'll cut it for you too.

Drawing number one pretty well explains how to build the lake, using glass, without even reading the caption. It's that simple! The clear glass lake really adds a lot of charm to the track.

The lake will require a piece of glass about 22" x 10". Two pieces of plywood, (½" thick works best) or else ¾" particle board, (the actual type of wood used is immaterial (about 44½" x 20"). As you can see in drawing number one, the glass is sandwiched in between these two pieces of wood. However, before you do that you must draw the shape of the lake on the surface of the wood sheets. After you have drawn the lake on the top sheet, clamp both sheets together and cut through both boards with a saber saw, or similar device. Cut the hole for the lake. Remove the clamps and lay the top sheet aside for the time being.

Lay the piece of glass on the top surface of the bottom sheet of wood. Position it so that there is glass covering the entire cut out section. Nail small wood strips all the way around the edge of the glass. This will serve to

By RAYMOND E. HOY

position the glass on the board so it does not slide around. The wood strips must be the same thickness as the glass.

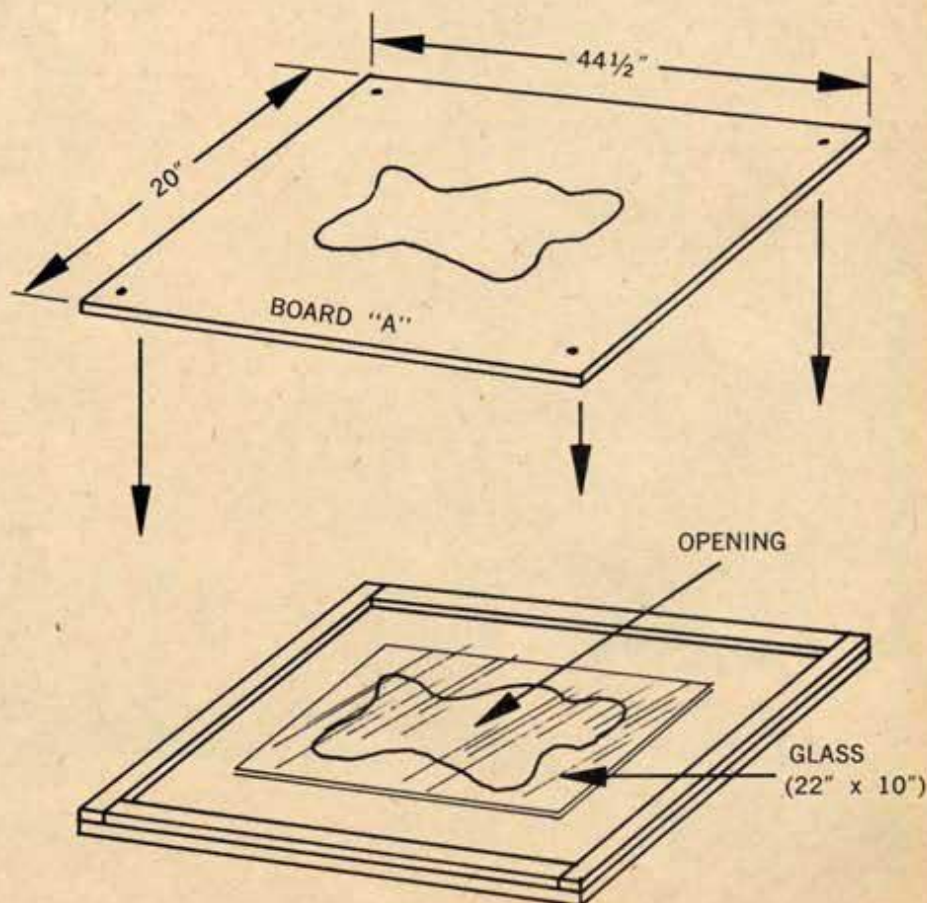
Now, around the outer edge of the bottom board, nail or screw another strip of wood, again the same thickness as the glass. Now set the glass, and the top and bottom sheets aside for a few minutes.

A rectangular opening must be cut in the table top as shown in drawing number two. The rectangle should be 20" x 9". Use a yardstick and a pencil to find exactly where to make your cut. A saber saw works fine here also. If you built your table according to the plans we ran in earlier installments of this series, there should be no frame crosspieces

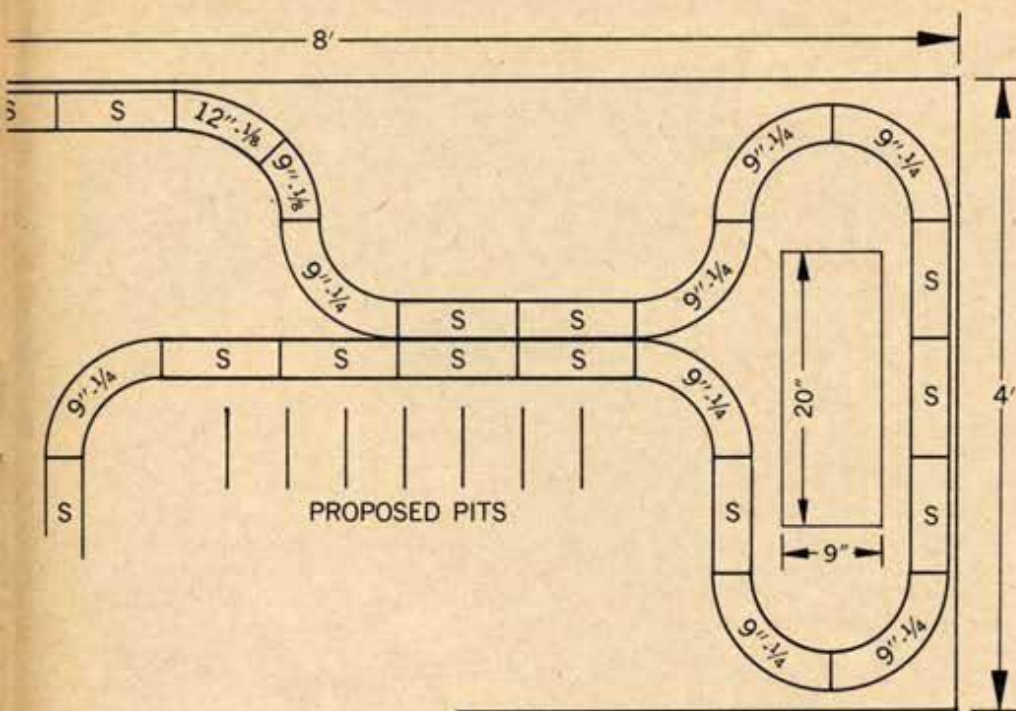
under this portion of the plywood table top to interfere.

Now it's time to attach the top sheet of plywood, (sheet "A") in place. A little help would be in order here. Have a buddy crawl under the table and hold the sheet in place while you secure it. The sheet must be touching the END and both SIDES of the table framework, with the bottom side of the sheet flush with the bottom side of the sheet flush shown in drawing number three. While your friend holds the board in place, you drill through the side rails of the table framework, into the ½" thick edge of plywood. Secure it in place with screws.

Before we go any further with the lake, we must form our lake banks. In part four of this series, you learned how to form hills and banks by tacking



DRAWING NO. 1



DRAWING NO. 2

window screening over wood blocks. Our next step is to tack some window screening from the edge of the roadway down to the **BOTTOM EDGE** of the free-form lake cutout that is in the center of the board you just installed.

Alright. We've got a lake top, and lake banks, but no lake bottom. The lake bottom is extremely easy to build. Use some more window screening. Tack the screen around the free-form lake cutout of sheet "B", which is the bottom plywood sheet. Make the lake about four inches deep.

The lake bottom screening must be covered. We are going to use plaster of a rather specialized nature, but one that can be found at any lumber yard or building supply house. It is called tex-

After the lake opening has been cut from the wood, staple or tack wire mesh around edge.



As the plaster goes on, you can almost see the hills "growing" above the track surface.

ture paint. However, it is not actually a paint, but rather a plaster in dry, powdery form that can be mixed to just about any consistency or thickness that you desire. Many companies market it under different names. For instance, U.S. Gypsum calls their texture paint, "Tex-stone." If the name stumps your local lumberyard, just tell them that the stuff is used to give the final finish to gypsum or sheet-rock wallboard. He'll know what you are talking about then.

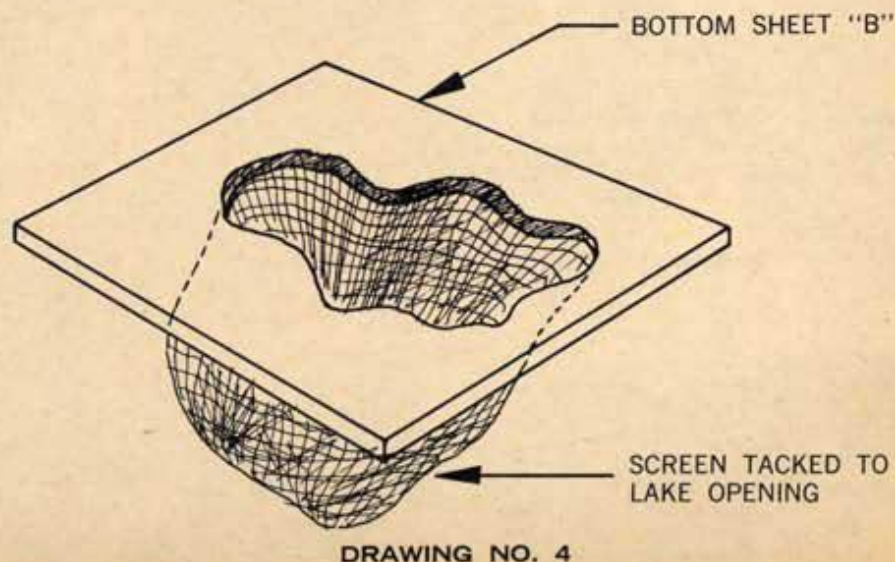
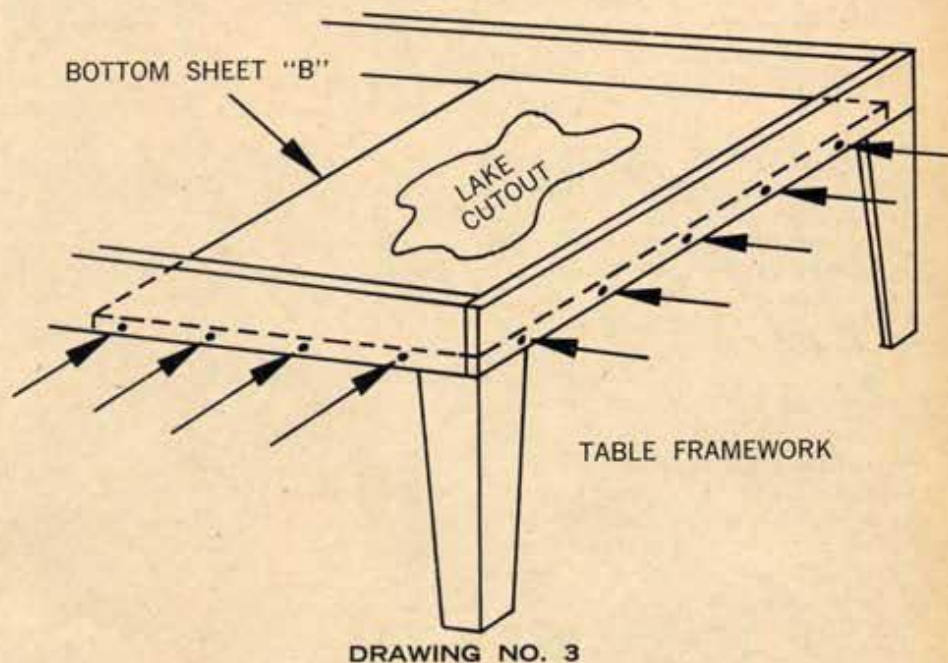
Get an old trowel and a beat-up paint brush. A couple of buckets, and a few clean, quart fruit jars will come in handy for measuring water and plaster. Follow the instructions on the plaster sack to the letter, and mix up a small batch to a nice, firm consistency. Not too thin now, or it will run right through the wire screen like water.

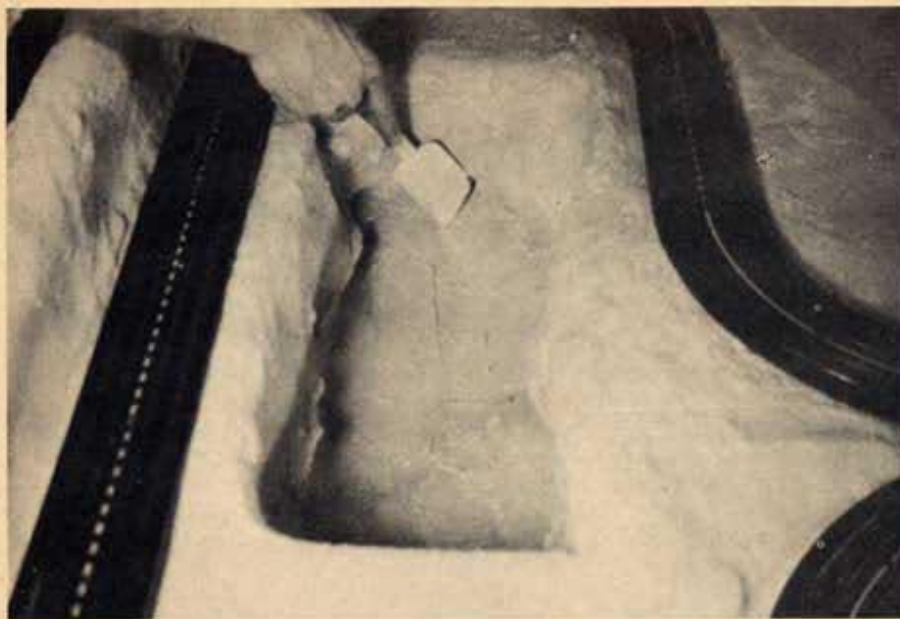
Start at the top of the high banking surrounding the table. Trowel the plaster on about 1/4-inch thick. Apply the plaster with the trowel, and do a fairly good sized patch first. Then use the old paint brush and go over it and smooth out all the trowel marks. Don't "paint" with the paint brush, but rather jab it into the plaster lightly, withdrawing the brush and jabbing again in quick thrusting motions. This is called "stippling." It removes any signs of trowel marks.

Work right down to the edge of the track. Take a break and clean off your equipment. It's starting to take shape at this stage. See photo number three.

Mix up your next batch of plaster. Never mix too much at a time, just what you figure you can comfortably apply before the plaster starts to "set" up in the bucket, making it hard to handle. Now trowel plaster onto the wire mesh at the bottom of the lake. Set this board on a couple of buckets, as shown in photo number four, and place the glass in position.

This time you and your buddy will both have to go under the table. Have him hold the board up against board "A" which is already permanently mounted in place. Make sure the free-form cutout is lined up with the free-form





Let the wet plaster run right down onto the area of the glass. This insures a good, tight fit.

cutout in board "A". Use an electric drill and a small bit and drill pilot holes around the outer edge of board "B", into board "A". Secure board "B" to board "A" with wood screws.

Topside again, it's time to start plastering in earnest. Start at the inside road shoulders, and work down towards the lake with the plaster. The wet plaster should be placed not only over the banks of the lake, but actually run right down onto the glass surface. See photo number five.

The plaster takes about two days to dry. When you are satisfied that it has hardened sufficiently, climb back under the table and remove the screws holding sheet "B" to sheet "A". Take the bottom sheet out. Clean the plaster from the glass. While the glass is off, it is a good time to paint the lake bottom. Use flat, non-gloss paint, in darker shades of blue. If you wish, you can add gravel from an aquarium, for "effect." Don't forget, you can actually see through the surface of the lake, down to the bottom. Replace the glass, and then re-mount board "B" in place.

Grass, made by UPC or other companies, may be applied now, as well as sand and other materials. Any hardware store usually carries a new type of glue in a self-spray can. Just spray glue over the area you wish to apply sand or grass to, and then sprinkle the

sand or grass in place. UPC even has spray sand, and spray grass!

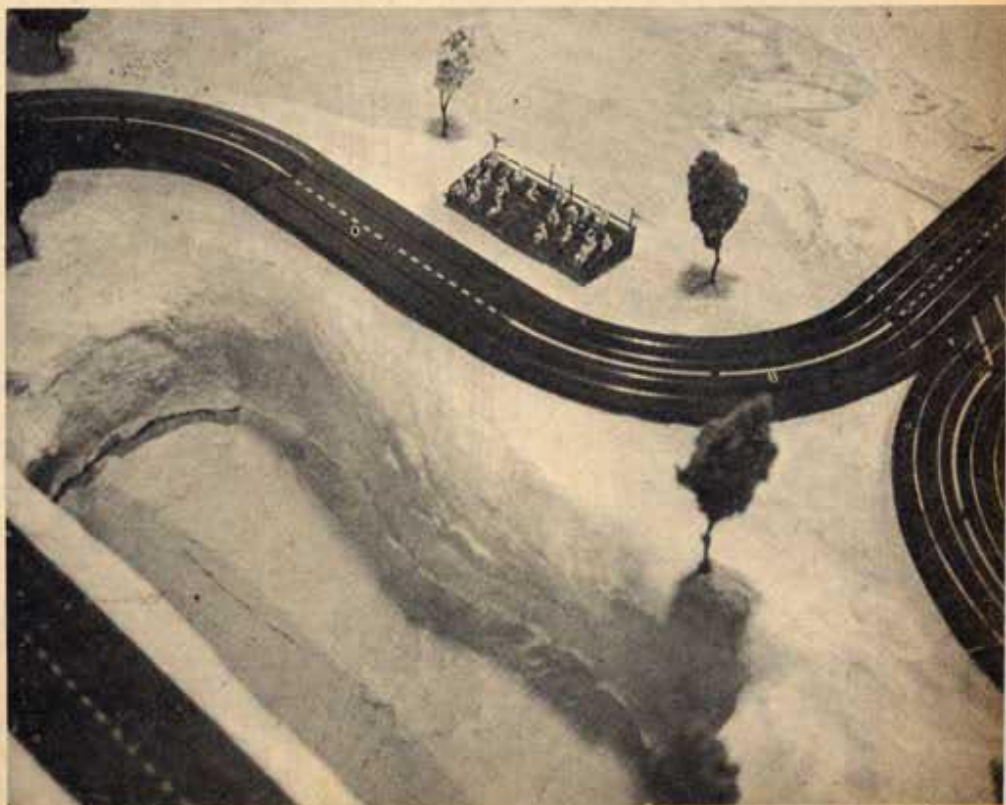
This final part of the series is actually only the beginning, of course. Add buildings, trees, and other embellishments and go on and on until your heart's content. Building scenery is another world completely. If you want to know a lot more about scenery, why not drop us a line at MCS to let us know how you feel about this fascinating aspect of modeling. We'll be happy to oblige.

One more thing. In the final analysis, the overall appearance of this track, or

any track, depends entirely upon you. How much patience and care you take in constructing this course, will be reflected in the finished product. Do a slow, careful job, and you'll have a track you can be proud of.

Before closing the cover on this series, I want to clarify something I said in the portion concerning wiring. I mentioned the use of a "1/32 type of controller" for use with our super-circuit. I did not mean to imply that a standard 1/32 controller should be used. I meant that a familiar, plunger type controller, such as are commonly used in 1/32 racing, would be my choice. The controller to which I was referring is the 60 ohm "Tower-Stat" controller, model number R-60, which is built by Tower Engineering, P.O. Box 32, Valley Stream, N.Y. If your local dealer doesn't have one, order direct from the factory. It sells for \$4.95, with brakes. In my opinion it is one of the very best on the market.

That about wraps it up. I hope you enjoy your super-circuit half as much as I do mine. You have a beautiful course on which to race and experiment now.



Don't get your feet wet. The size and realism of the lake is accentuated by trees and stands.

MCS

Spotlights: TRACK of the MONTH

CLASSIC SPEEDWAY

California's Newest

By Larry Kastendiek

The 120 foot figure eight track is a challenge to the novice as well as the experienced driver.

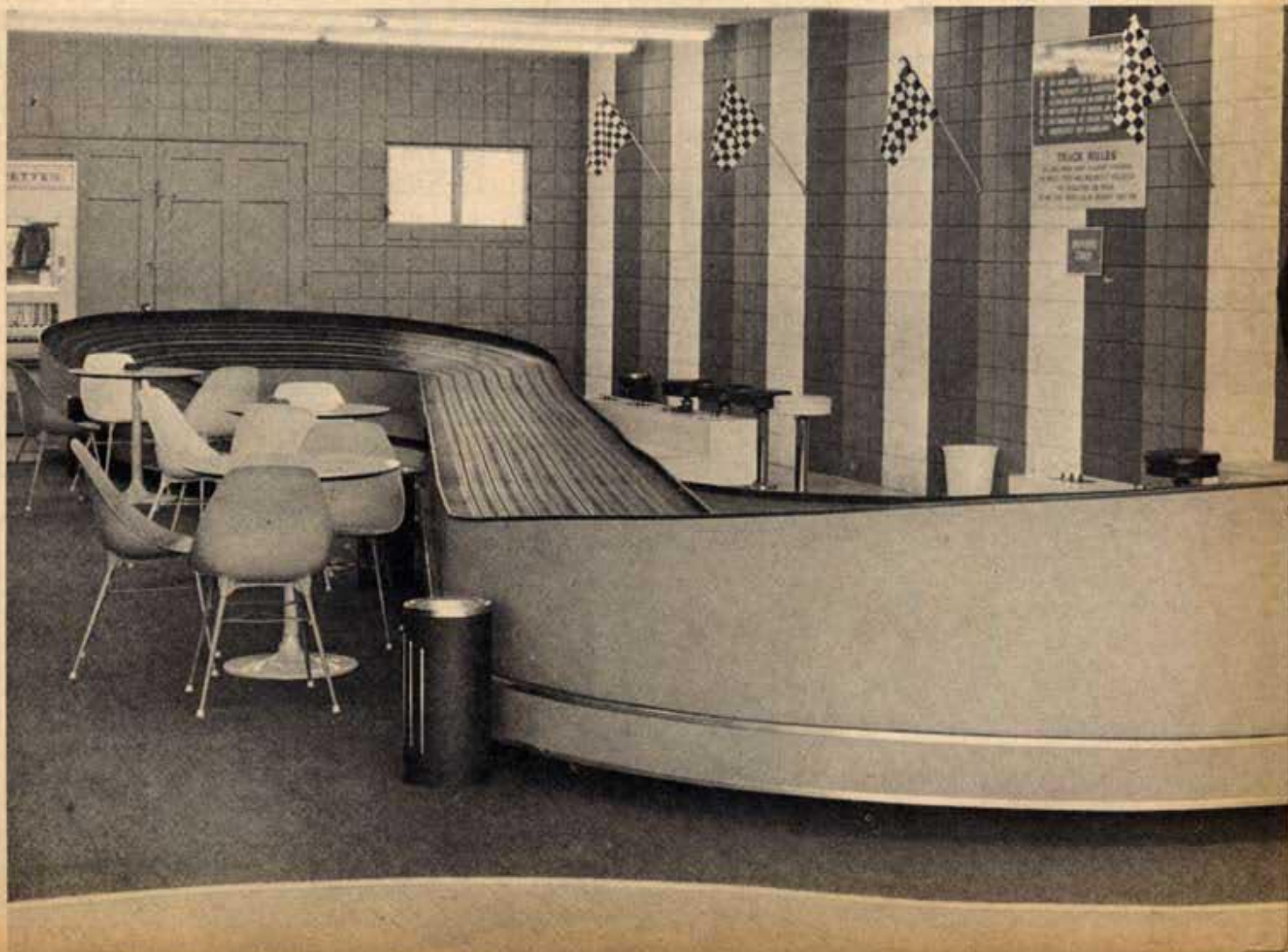
One of the newest, nicest, and most challenging raceways to open in California's Mar Vista-Venice area is the Classic Speedway at 12822 Washington Boulevard. Owned by Samuel Bergman and managed by Leonard Bronstein, this two track layout offers a challenge to the novice as well as to the most experienced driver.

The longest and most difficult track is called the Broadcourse, it is a 250 foot complex of tight turns, short straight-aways, an overpass, and a long straight-away that will allow the fastest car to go flat out in an 80 degree banked turn. The record elapsed time for a lap on this course is a sizzling 10.8 seconds. The shorter 120 foot figure 8 course is most suited for the less experienced driver, as

well as being an excellent proving ground for new theories in suspension, power, gear ratios, etc.

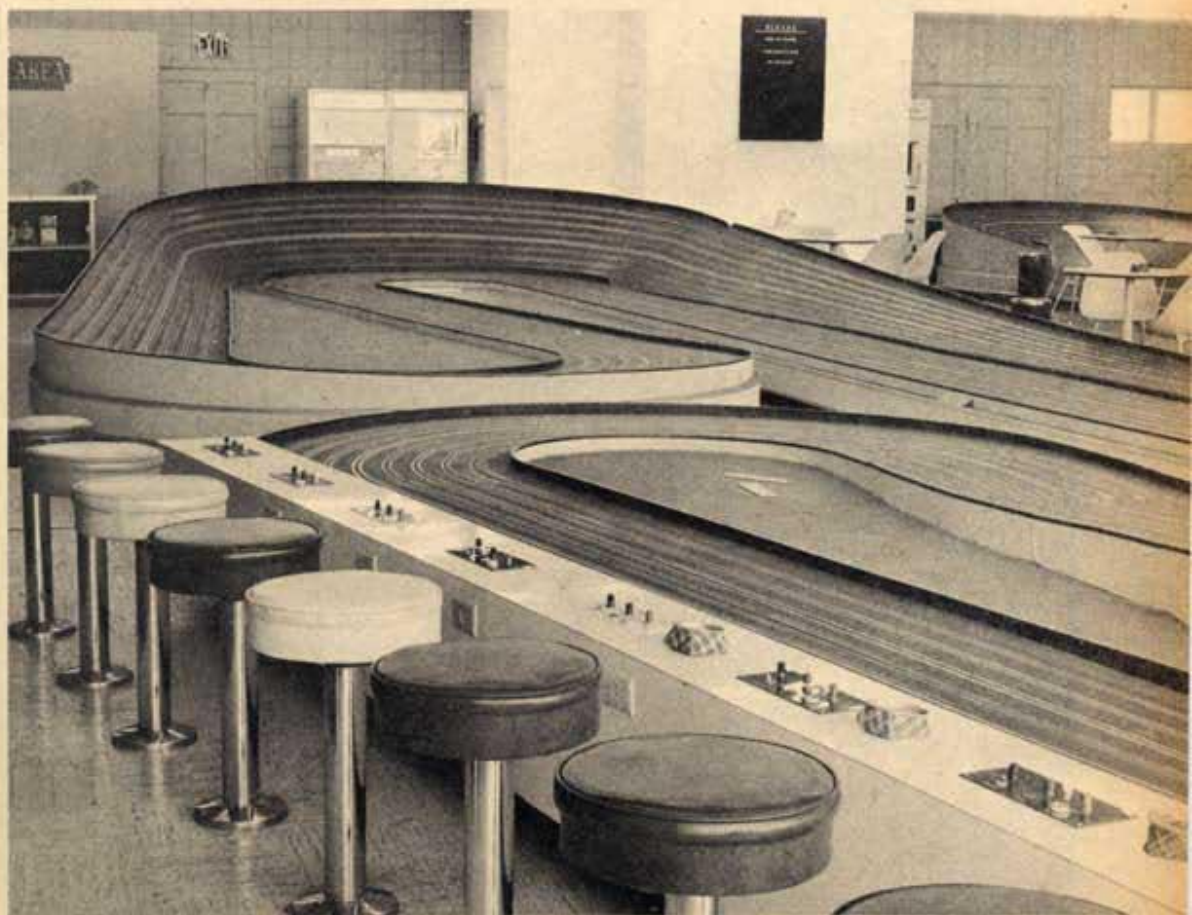
Both the broadcourse and the figure 8 have eight lanes of 12 volt power. With recently installed lap-counters on both tracks now in working order, Tuesday night has been made Race night — trophies going to the fastest cars on both tracks.

There is a pit area available as well as a complete line of parts and supplies for the repair and building of cars. Vending machines make available hot coffee and cold soft drinks. Comfortable chairs have been provided for spectators who want to watch all of the exciting action that takes place from 11:00 a.m. to closing time at 1:00 a.m.





A group of drivers eagerly watch their cars manipulate the challenging Broadcourse track.



Looking across the Broadcourse track from the drivers point of view the 80 banked turn and long straightaway can be seen in the background.

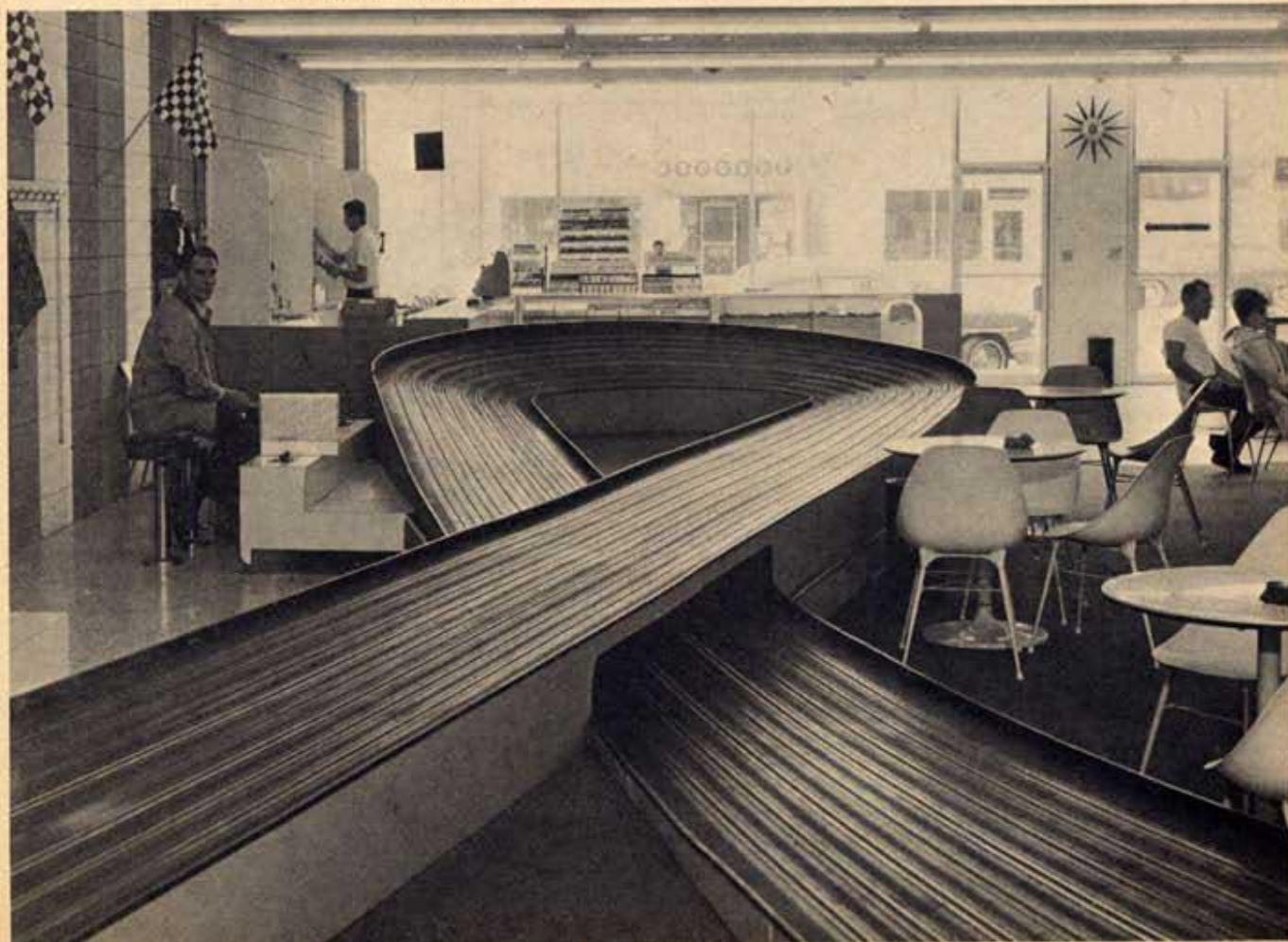
CLASSIC SPEEDWAY

Continued



A full supply of motors, bodies, tires and other accessories are available, all that cannot be supplied is your skill and enthusiasm.

The driver's section of the figure eight track has been divided into two sections for comfort as well as making access to the track easier for the drivers.



The long straightaways and banked turns of the figure eight allow for a fast lap time.

Dynamic! That's the word for the beautiful new line of racing equipment that Dynamic Models of Van Nuys, California, has introduced for 1965.

Two new items of interest to the 1/24 set, and a FIRST for Dynamic Models, are the fully assembled and ready to run replicas of the 1965 Ford Mustang, and the 1965 Shelby Cobra.

Both cars share the DynaMite motor, a Mabuchi-engineered unit that promises to be a real screamer. The bodies are impact-resistant and include a driver, windshield, and chrome goodies. Price? \$9.95, which seems a bit steep, but the quality is there.

The 1965 tradeshow, held at the Sherman house in Chicago recently, offered the perfect setting for the men from Dynamic to show their complete line. The two completed cars were the jewels in their crown, of course, but other items glowed brightly too.

A new chassis to fit the Revell 500, 510X, Russkit 22, Monogram X-100, and similar Mabuchi-based motors, was unveiled. This frame, under part no. 500, sells for a very reasonable \$1.98, or you may purchase the rear motor mount only (cat. no. 550) for \$.98.

This same frame is the basis for the Dynamic rolling frame, part no. 522, which consists of a chassis, knock off nuts with wrench, a guide flag complete, chassis weight, set screw collar, crown gear with set screw, body mounting kit, two ground axles, a body, and four wheels and tires. \$8.14 worth of parts for \$4.95!

Other rolling frames that are available are the #523, for Revell 600 and K&B Bobcat, which sells for \$4.95, (frame only, part no. 501, sells for \$1.98) and yet a third rolling frame, catalog no. 668 for Pittman 60 & 70, Revell RP 66 & 77, and other similar in-line motors. Price — \$6.95. Frame only, costs \$1.98.

Dynamic now makes a frame for just about every motor made. Rear motor mounts and front connecting tongues, suspensions, wheels, tires, etc., can all be purchased from Dynamic. Everything a modeler could ask for, in fact. If you can't find it in the Dynamic line, perhaps you should be flying model airplanes. Even there, Dynamic can help you, because they're big in THAT line too!

A new jumbo slick, that is claimed to

really "grip" the track, is another new Dynamic accessory. The tire is pre-trimmed to remove the smooth outer skin, assuring concentricity and providing a sticky grip. The jumbos are available either with a lightweight reverse rim wheel under part no. 689 for \$1.25 per pr. Tires alone cost \$.69 per pr.

An excellent new all brass body mounting kit featuring wings on a "T" bracket-pattern, is now available for \$.59 that makes body mounting a snap. This part no. is 401.

On thin dime, sent to Dynamic Models, Dept. MCS, 13755 Saticoy St., Van Nuys, Calif., will get you a catalog full of these new items. When you get it, turn to the brilliant new line of scratch building components.

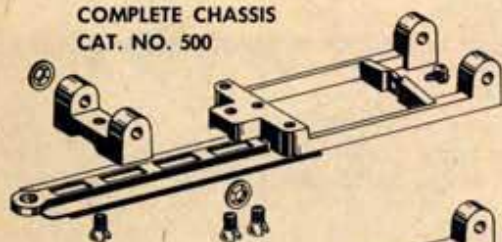
Connector bearings, ball & oilite bearing housings, adjustable pillow blocks, weight collars, coupler plates, you name it, it's there. Combine that with the superb line of hardware that Dynamic has, (washers, spacers, nuts, bearings, etc.) and you can build a car that should get up and scream.

Who benefits from all of this? You do, because it's all quality equipment.

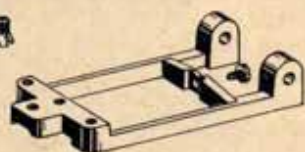
Product Profile

DYNAMIC - THE COMPANY WITH THE NAME THAT FITS

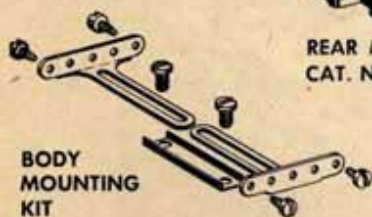
COMPLETE CHASSIS
CAT. NO. 500



REAR MOTOR MOUNT ONLY
CAT. NO. 550



BODY
MOUNTING
KIT
CAT. NO. 401



JUMBO SLICK TIRE
WITHOUT WHEEL



JUMBO SLICK TIRE
WITH WHEEL
CAT. NO. 689



1965 releases include the quality items shown here, which will be welcomed by the serious enthusiasts and newcomers alike.

1/24th scale, complete cars, by Dynamic. 1965 Ford Mustang and the Shelby Cobra. Stock car and sports car fans start drooling!



Both the bodies and frames on Hubley's Competition Coupe and Altered Fiat Coupe are designed to fit other makes of frames and bodies. These two dragsters can be run on either a guide line or regular slotted track.

INSTANT TORQUE

NON-ELECTRIC DRAGGIN'

By George Siposs

As with other inventions or ideas, American ingenuity usually produces many variations and improvements.

And so it was inevitable that soon after electric drag racing was introduced, someone began work on separating the drag strip from the cumbersome electrical leads and power supplies. The purpose of this of course was to enable the average car modeler to run his car on any reasonably straight and level surface instead of being more or less tied to a commercial track.

The problem narrows down to designing a car which carried its own power supply. The first and most obvious choice is the gas engine. There are gas powered dragsters on the market and they are quite popular. Their only drawbacks are noise (which is a nuisance in populated areas) and the fact that gas engines tend to be a bit messy and temperamental.

The next approach is using spring wound motors. At first glance, spring wound motors don't seem to be novel and realistic enough. Some people still

seem to think that spring powered cars are strictly toys. Well, this might be so but aren't electric racers fighting against the same prejudice? Theoretically a clock-spring powered car develops its greatest torque in the fully wound position, here their brute power would easily spin the driving wheels. A governor is an expensive (both money-wise and weight-wise) item. This is where serious thinking, ingenuity and proper mechanical design lifted the spring powered dragster out of the toy category.

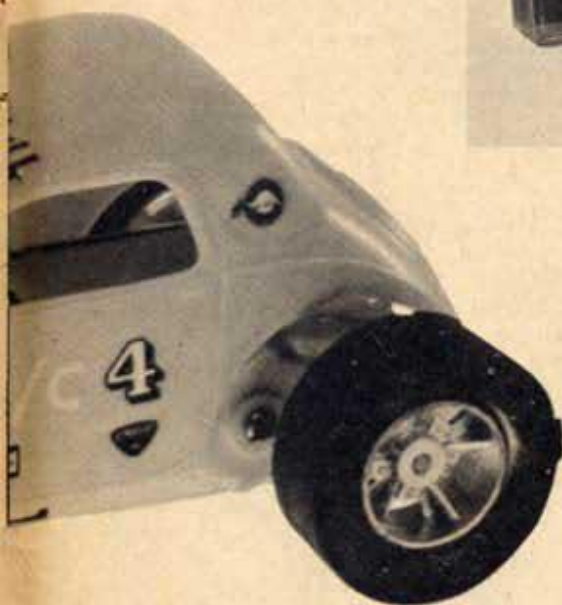
There is now a mechanically driven dragster on the market which delivers constant torque, and combines a minimum number of moving parts with superior performance.

The car is manufactured by Hubley of Lancaster, Pa., and it incorporates a novel spring mechanism. The basic driving power comes from the so called Negator spring, well known to space engineers. Instead of the conventionally coiled clock-spring method, the Negator spring is coiled counter to its natural curvature on the motor output drum. On the release, the spring returns to its natural curvature by coiling on the take-

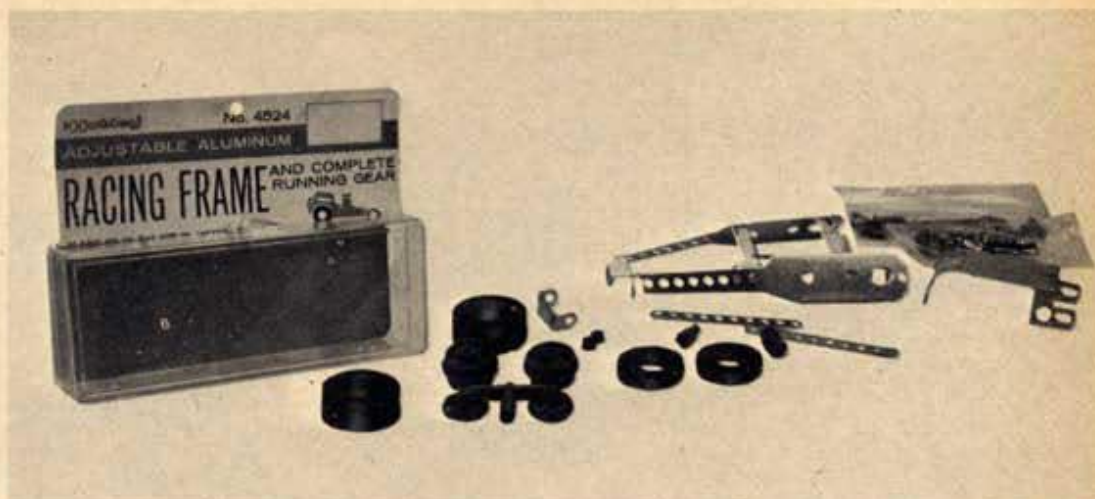
up drum. In doing so, it imparts force at the periphery of the output drum. The net result is a constant smooth torque, driving reduction gears and the rear wheels. The standard cars come equipped with a 2 to 1 gear reduction, however, other ratios are available. A hook at the end of the spring rests in a notch in the output drum. When the spring is unwinding or, is being wound, the hook engages the notch. However, when fully unwound, the hook disengages and the racer is free to coast due to its momentum. Spring force is constant, so the torque is essentially constant during the run. The 72 inch long stainless steel spring delivers .481 lb. in. of torque through 25 output turns.

Speeds developed by the little dragsters approach 40 mph actual speed. Since the cars are in 1/25 scale this works out to a fantastic 1000 mph scale speed. What's more important is that the cars will cover the 55 foot dragstrip in less than two seconds! This is comparable to electric dragsters since a scale 1/4 mile strip for 1/25 dragsters is actually 52.9 feet.

The cars are guided by a wire hook under the front end of the car which



engages a well stretched string running along the dragstrip. A guide shoe can be substituted for the hook guide should you wish to run the car on a slot type dragstrip. Since the motors are mounted sidwinder fashion, "wheelies" are possible.



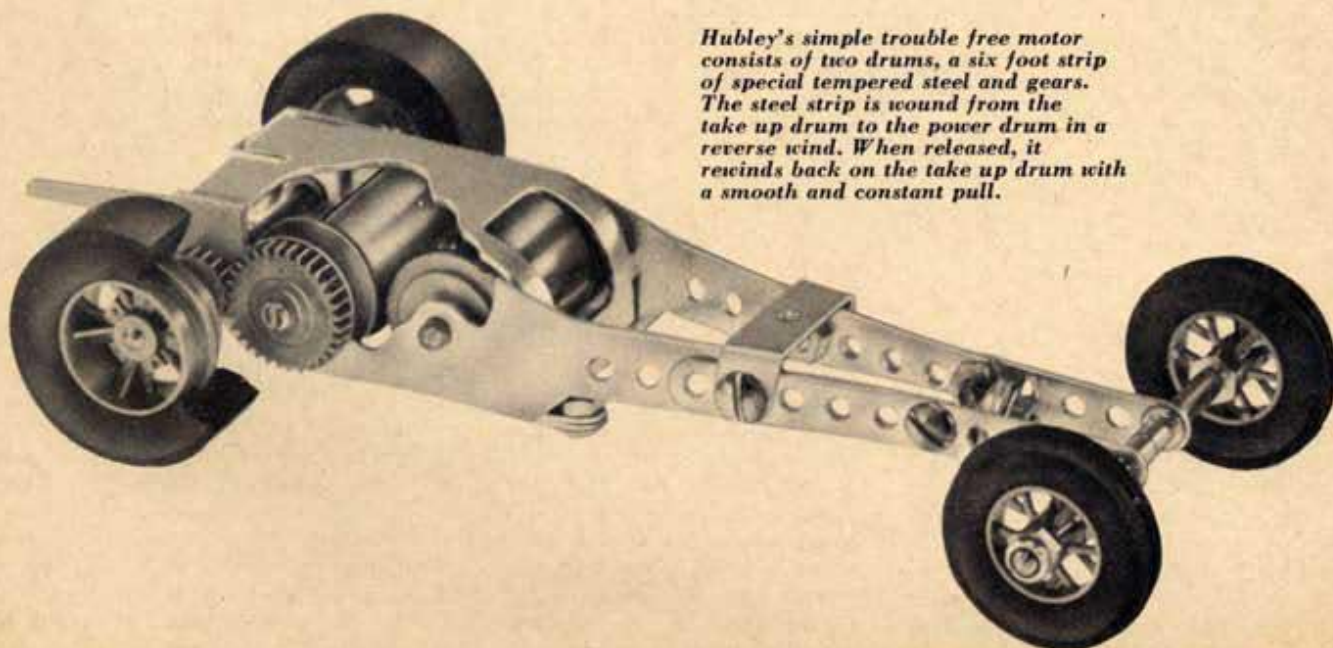
For the scratch builder, Hubley's Racing Frame comes with complete running gear. Kit includes parts for light weight aluminum frame, axles, tires, wheels, one gear and necessary spacers and accessories. Also included is a slot blade with braided wire for adapting frame for electric slot racing. Retail price is \$3.00.

Tuning is the next question. The basic power plant, the spring, is a constant and as such, not much can be done about it. You can make sure though that the power it develops is transmitted to the road by keeping the drive gear train clean, well aligned and oiled. Tire diameter and composition is another area open for experiments. Since the most basic law of acceleration states that given a set force, acceleration is inversely proportional to weight of car, anything you do to lighten the car will improve your elapsed time.

The Hubley "Instant Torque" dragsters can be wound up in two different ways. By turning the rear wheels manually, this is a tedious process. The best way is to use the turntable attachment which comes with the kit.

For the low price of \$13.99 one gets the following: two car kits with bodies, a 30 foot roll-up dragstrip, nylon guide wires, a spring type braking strip and the turntable. Since the cars can be adjusted to either 1/25 or 1/32 scale, either type of body can be fitted. The chassis alone sells for \$2.99. It is too bad that the dragstrip is not at least 45 feet long to make it accurately a 1/4 mile in 1/32 scale.

The car, as it is offered now, has two interchangeable bodies, an Altered Fiat Coupe and a Competition Coupe, both should provide many enjoyable hours of racing plus a probable never-ending argument: Gas, Spring or D.C.?



Hubley's simple trouble free motor consists of two drums, a six foot strip of special tempered steel and gears. The steel strip is wound from the take up drum to the power drum in a reverse wind. When released, it rewinds back on the take up drum with a smooth and constant pull.

SLOT RACER'S

By George G. Siposs

Work Shop

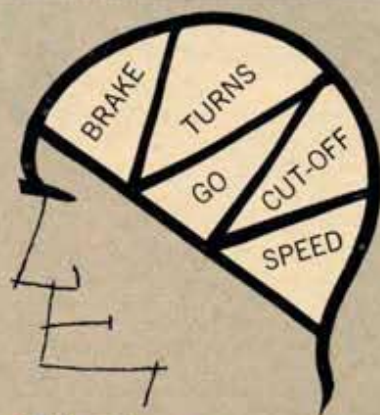
NEW IDEAS IN RACING MODIFICATIONS

IT IS A WELL KNOWN FACT that a terrific car does not guarantee success unless it is driven skillfully. The annals of racing are full of stories describing feats of famous drivers who, by skillful handling, brought inferior cars home in first place. You may pay many dollars for a first class slotcar, however, if your driving is not up to the potential of the car, the performance of your unit will be well below par. With a home built rig, it is easy to blame failure on the car. But what about a commercially made car that was engineered for winning performance and still comes in last? What about a car, though built by yourself, which contains the best available components and still does not place high among the finishers? The answer is obvious: *Your driving left a lot to be desired.*

What does winning consist of? Determination to win? Important, but not enough. A "lead thumb"? Allright on the straights but the first corner will prove your theory wrong. A cheering section? Very helpful, but this doesn't make the car take the corners any faster either. O.K. What is it then? **TIMING** and **COORDINATION**. What do we mean by timing? "Timing" is to know *when* to depress your GO button and when to let up on it. Coordination tells you *how far* to press down on the button and how much to let up on it. There are very few people who can do this instinctively, and even they can use some practice to improve themselves. Supposing you are a pretty fair slot racer right now. Invite one of your friends to your favorite track and let him drive your car. I'll bet my bottom dollar that his driving makes your hair stand on end. He will punch the button too hard, let up on it too late, the car will be jerky and his lap times will be pathetic. See what I mean?

If you have tried long and hard to be among the leaders but somehow just cannot make it, maybe you will be willing to spend a few minutes on some training and conditioning of reflexes which will result in much improved lap times.

To do the exercises you do not need an exceptionally fast car. Take a good car, which responds well and which is tuned right. Remember, you will be



12 Simple Exercises to Improve your Driving

tuning yourself and not the car so it is immaterial which of your cars you will practice with, as long as it is smooth and responsive.

Exercise 1. To improve your reflexes here is a very simple exercise: try to read the label on a rotating phonograph record. Anyone should be able to read a simple label on a 33 RPM record, but try it at 45 RPM. With a little practice you can train yourself to read faster. A first class Grand Prix driver or boxing champion can read a fairly long song title off a rotating 78 RPM record.

Exercise 2. While traveling in a car or bus, close your eyes while approaching a street sign, open them for just a second and close them again. Try to read the street name at one blink. These exercises will improve your ability to assess a situation at a glance, so important in today's split second slot racing action.

Exercise 3. Traveling on a highway, pick out a telegraph post or road marker down the road and, as you pass it, snap your fingers. Try to snap at the exact instant that you are beside the object.

Exercise 4. Similar to 3, but try to snap just before and just after the object making sure that the "snap" straddles the object as exactly as possible and as close to each other as possible.

Exercise 3 and 4 will improve your timing and coordination.

Exercise 5. Now we are ready for some training on the track. Select a straight approximately 6 feet long and place a marker at the end of the straight right on top of the slot. (The marker may be a pack of cigarettes or some other light, soft object). Put the car on the track about 6 feet away from the marker, depress the button down fully and release it fully, trying to time this so that the car will come right up to the marker but not knock it over. The closer you come to it the better. Do not adjust the speed or rate of deceleration at all. The idea is to pick your cutoff point, where you start braking, as accurately as possible.

Exercise 6. Similar to 5, above but, put the marker on at different parts of the course. (An assistant can help you with this.) Cruise around the course at normal speed but when approaching the marker release the button fully, do not adjust the speed, and let the car come to a stop, again as close as possible to the marker. These exercises will train your eyes and coordination to choose the proper cutoff points as close to the ideal location as possible.

Exercise 7. Have your assistant place markers on the outside of the turns in a position so that the car will just touch them lightly at a brisk speed. After a few laps, have him place the markers $1/4$ " closer to the slot so that the car will knock them over. The idea is to knock down the same markers every time, indicating that your speed and cornering technique is not erratic. This will teach you self discipline which helps when the pressure is on you during a hard fought race and prevents you from going "over your head."

Here we might mention that racing drivers refer to a fast touring speed as $8/10$ (eight-tenths). Racing speed is called $9/10$ speed while all-out panic speed (only used when you have nothing to lose but everything to gain, such as in a desperate lunge for the finish line) is referred to as $10/10$ (ten-tenths). During the practice exercises you should be driving at $8/10$ speed so that you can concentrate on learning, and not having to worry about de-slotting.

Exercise 7A. Have someone time

your lap speed with a stopwatch. Actual speed is not important as long as it is timed accurately. Try to do three consecutive laps at the same speed within a half a second. This is harder than it sounds and will compel you to use the same braking points and same power settings every time. The result is that you concentrate on your driving more than ever before.

Exercise 8. After Exercise 7, have your assistant obstruct your view of a corner completely with a cardboard. Drive at the same speed as before and see if you can maintain the same lap times. This type of training is very helpful if you do it on a course where the actual race will be held. If you have a permanent home course you can probably drive it with your eyes closed . . . because of unconsciously training with the above idea in mind.

Exercise 8A. While driving as in 7, above, upon coming out of a corner look up at the ceiling for a second while keeping the car in motion. Look back at the track quickly and try to drive on smoothly. The sudden demand on your eye to refocus and take in a new situation is good training for the moment during a race when you want to check on your opposition.

Exercise 9. Practice as in 7, above but, with your ears plugged. It is surprising how much we rely on our ears to indicate the speed of the car. One often hears the comment "this car went like blazes during practice but during the race I just could not keep it on the track." The sound of all the other cars drowns out your own, therefore you must train yourself to drive by sight alone.

Exercise 10. Similar to 7, above but, change your driving position. Stand higher, sit at eyelevel with the track, or, use your other hand to control the speed. In a long distance race you must be able to shift your position to avoid cramps, at the same time you must maintain your speed. It is surprising that once you learn a course while standing in a certain spot, you have to learn it all over again if you sit down or stand at a different place. Your eye must be trained to adjust to different distances at a moment's notice. Have a friend stand at the opposite side of

the race course and tell you if you are going too fast or too slow. Invariably you will find that your judgement, as seen from the driver's stand, is quite different from that of an observer who is only a few feet away from the speeding cars.

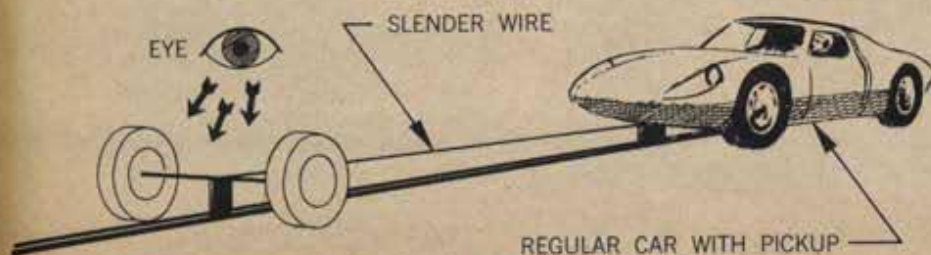
Exercise 10. One of the best methods of training for quick reflexes is to put two cars on the same track. (Don't forget to use a higher rated control or keep changing controls to avoid overheating.) One of the cars will be faster and will run away from the other. Thus your eyes will have to cover two different parts of the course at the same time.

Exercise 11. If you don't mind doing a bit of work here is a good way to educate yourself to keep your eye a couple of feet ahead of your car. (Some drivers keep their eyes right on the car all the time and don't notice obstacles until too late.) Rig up a simple device consisting of two wheels with an axle between them, a guide flag (but no pickup tape) and a few inch long piano wire connecting this rig with the front of your car. The two wheels and the pickup will run in front of your car at a predetermined distance and you must follow "it" with your eyes.

After a while you will get accustomed to having your eyes follow the track in front of your racing car and thus can anticipate turns and obstacles sooner. This is called the "rabbit" car trick and is similar to training to shoot ahead of the running target you want to hit.

Exercise 12. Repeat some of the above mentioned exercises with a different car or, with the same car but using different tires or gears. The different road holding and sound will be hard to get used to for the first laps, but soon you will be accustomed to the new feel.

Having Conscientiously practiced these exercises, you can expect to have a keen eyesight and razor sharp reflexes. You will be able to learn a new course with minimum practice because *mentally* you will see markers, cut-off points, etc., to guide your reflexes. And when that race starts, you will pull out and stay ahead of the pack, regardless of the noise or other distractions, because you have trained yourself scientifically.



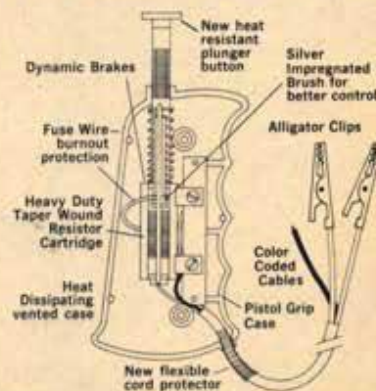
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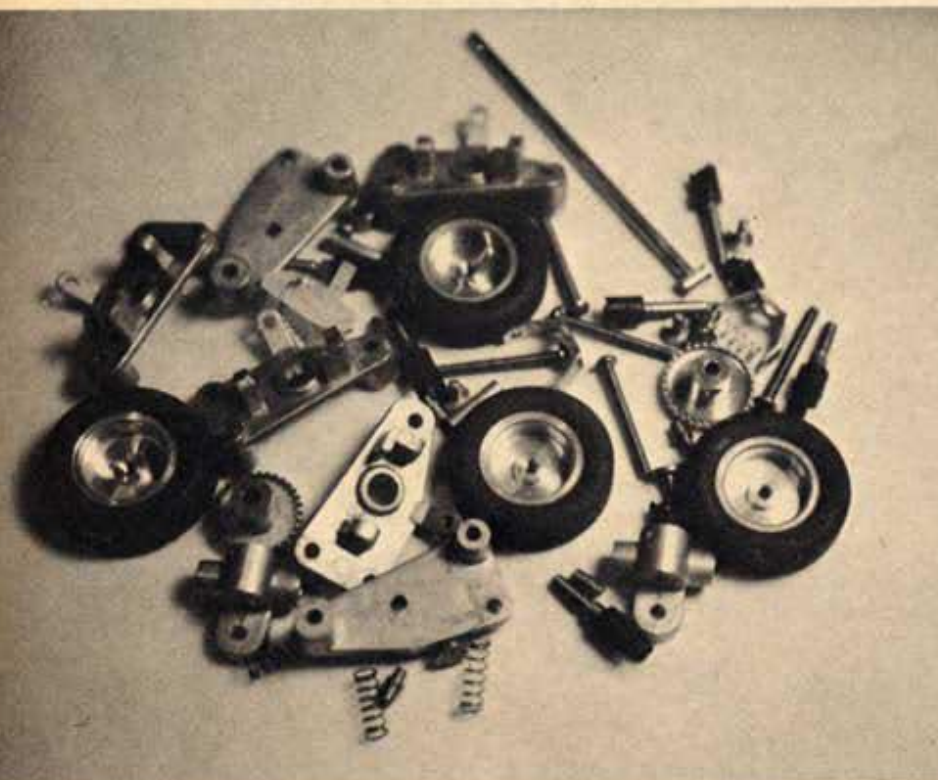
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The new brass frame, after cutting, de-burring and folding to the desired shape.

THE "DOOMSDAY MACHINE"



**Want to build
the ultimate
slot racer?
Here it is**

BY RAYMOND HOY

This project is a real swinger. It involves a machine that is beautiful, in the mechanical sense. Anything that is designed with one purpose in mind, whether it is winning races or opening beer cans, can be beautiful if it does what it was designed to do, and does it well.

The mechanical marvel of which I

Don't be frightened! This formidable pile of parts goes together quickly and easily.

speak is the Ulrich independently suspended 1/24th scale racing chassis. The first time I saw one, I fell in love with it. I had no idea how it would handle, yet the sheer mechanical beauty of the working suspension attracted me to the car. The suspension was a work of art, and someone at Ulrich should be congratulated for a job well done.

I obtained the chassis kit with independent suspension, and assembled it in a few minutes, following the very complete instructions provided with the kit. The chassis cost a very reasonable \$3.98.

The more I looked at the chassis, the more intrigued I became by the suspension. I knew that Ulrich also sold a separate independent suspension kit, under part number 503, which cost \$2.98. I picked one of these kits up and assembled it and placed it at the front of the standard chassis. Bells went ringing everywhere in my head at once! Four wheel independent suspension! It certainly looked easy enough!

One thing usually leads to another, and during my preliminary investigations it soon became apparent that not only could suspension all around be had, it would be almost child's-play to convert the car to four wheel drive at the same time! There were already stock axles and U-joints incorporated into the suspension, front and rear. All that would be required would be to add a gear to the front, and use a long shaft sidewinder, mounted as an inline. Onward!

Rather than butcher up the existing frame, I decided to use the front suspension members as a pattern, and draw up a one piece brass frame that would enable the front and rear suspensions to bolt right in place. I have provided a full-size drawing, (Drawing no. 1) that you can use to trace over for a pattern. Don't cut up your MCS man!

After you trace the pattern onto the brass sheet, (I used Ace Products brass, in .025 thickness), locate the centers for all holes. Use a small prick punch to make a starting hole for the drill bit, and drill all the holes FIRST, before you cut the frame out of the sheet of brass. Then, after the holes are drilled, go ahead and cut the frame out. File off the burrs. Fold the frame to the proper configuration carefully, making sure you have sharp creases.

Bolt the front and rear suspension units in place, just as you would to the old original frame.

You can see that there is plenty of room for a motor. A sidewinder, such as a Pittman DC65A, is ideal, because of the long shafts. Mount the motor in an inline position, so the shafts extend through the suspension castings, up to each axle shaft. The chassis will take a great variety of motors. I will leave the choice of motors up to you, and therefore, will offer no method of mounting the motor, since that will depend on the motor you choose.

A heavy motor is definitely NOT a drawback, in the case of a suspended car, at least, a suspended MODEL car. The suspension requires a certain amount of weight to "load" it. The chassis itself is not heavy enough, and with the addition of a little weight, the chassis com-

presses the coil springs slightly, "poising" the chassis in a nice, four wheel stance.

Mount bevel gears on the axle shafts, making sure that one of the ring gears is on the right side of the motor shaft, looking toward the front of the car, while the other ring gear is on the left side. You need not set the gear lash until the chassis is completed. Just fasten the gears temporarily in place with the set screws.

A large number of small parts make up a four wheel drive, independently sprung machine, but the actual construction is not nearly as frightening as the accompanying pictures would make it seem. Also, in case you are a worrier, just remember that almost all of these parts are put together in such a fashion that they cannot work loose. However, if you really want to be sure, put a drop of locite on any nut or screw thread that you are anxious about, and you can be sure it will not work loose.

It is a good idea to install ball bearings in the "A" frames that are a part of the suspension kits. These arms are made of lightweight brass, so careful drilling is called for. Use ball bearings with an outside diameter of 1/4". Bore the existing axle hole in the "A" frame to 1/4", using a block of wood for a support, as shown in photo number three. The ball bearing should be, ideally, a press fit in the new mounting hole.

But what ball bearing to use? There are many different makes now on the slot racing market, with varying price tags. Ah, dear reader, many makes to be sure, but not many like the new bearings that were recently introduced by SKF Industries, Inc., of Los Angeles, California. These new stainless steel bearings are available in two different



Drill the new mounting holes in the lightweight brass "A" frame with extreme care.



Press each bearing into place very carefully. Use epoxy sparingly to secure them.



The Aristo-Craft parts needed to build the swing pick-up. The guide is a Monogram unit.

sizes, series number 100, which measures 3/32" bore, (axle size) by 3/16" outside diameter, and series number 200, which measures 1/8" bore, by 1/4" outside diameter.

Make no mistake! These bearings are not cheap! However, for my money they are the best available. SKF is a leading producer of roller bearings, and the slot racing bearings are built to the same high standards as their regular line. The series 100 sells for \$3.95 per pair, and the series 200 sells for \$3.40 per pair. We will use the series 200.

One beautiful feature of the bearings, in both series, is the use of a flange to simplify mounting the bearing in a bearing housing, or, as in our case, against a flat sheet metal surface. Alignment problems are banished forever. If the flange of the bearing is flush against the steel metal face of our "A" frame, the alignment is positive, and automatic.

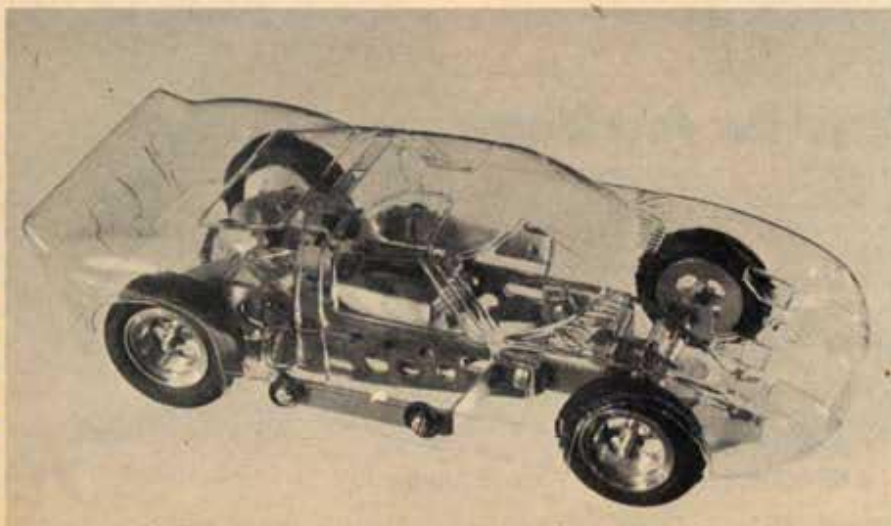
Using a drop of epoxy on the flange of the bearing, mount the bearing in the 1/4" drilled hole in the "A" arm. Make very sure that you do not get any epoxy into the race of the ball bearing. Otherwise, you won't go ANYWHERE in a hurry! Ball bearings will give you a really smooth ride, and reduce friction to a minimum. Photo number five shows the bearing, in place. Mount bearings in all four "A" frames.

A swing pickup is a must, because the old pickup mount was on the front of the original chassis. Due to the oddly shaped suspension castings, the swing pickup must pass down through the floor of the chassis to get under these suspension members. The pickup is easy to build, as described below, and shown in drawing number two.

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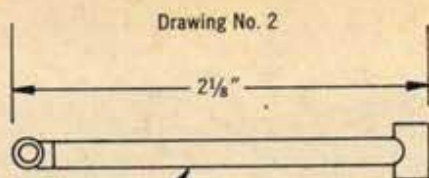


Slide pivot tube through swing pick-up crossarm. Position spacers and solder pivot tube.

has introduced a new line of brass fittings that are really great news for the slot racer. I built the swing pickup entirely from stock parts from the Aristo-Craft lineup of fittings.

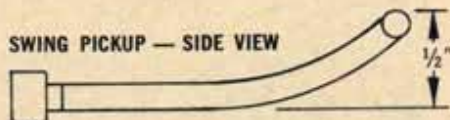
Photo number six shows a small swing pick-up, (Aristo-Craft part number R4:25) and a "T" fitting, large, (Aristo-Craft part number R12:20.) A Monogram guide was used, complete with collar.

Cut the pick-up arm to the length shown in drawing number two, and bend it to that configuration. Place the pick-up tube crossarm in position in the frame, as shown in photo number seven. Slide the 1/8" outside diameter chassis tube

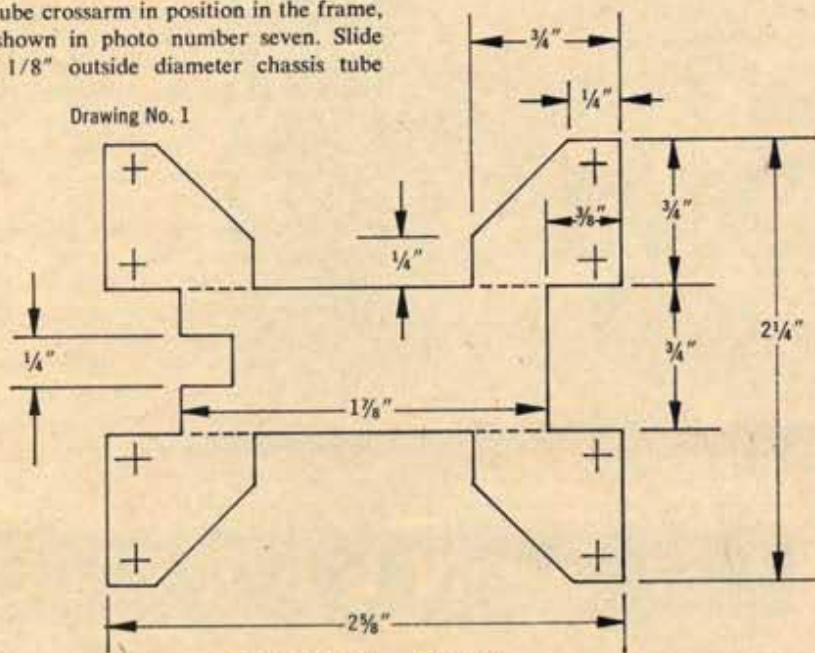


SWING PICKUP — TOP VIEW
(Aristo-Craft part no. R4:25)

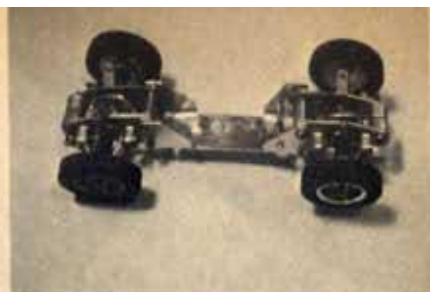
1/8" O.D. x 1" long chassis tube, slides through the cross tube of the swing pickup and solders on each end to the chassis.



SWING PICKUP — SIDE VIEW
(Aristo-Craft part no. R12:20)
T-Fitting-Large Solder to swing pickup tube.



BRASS CHASSIS — TOP VIEW
.025 brass



The finished chassis. That, my friend, is racing machinery that's not about to be beaten.

in place, after slipping the plastic spacers in position. Solder the 1/8" chassis tube in place. The swing pickup should pivot freely in its new bearing.

Solder the large "T" fitting to the front end of the swing pick-up tube. Insert the Monogram (or whatever guide you choose), shank into the vertical tube and secure it with the collar. Your swing pickup is now complete. If you wish, you can add a light coil spring or rubber band to the arm for tension, or add weight to the guide-end.

The finished chassis is a thing of beauty. It is doubtful if even Enzo Ferrari ever had an easier time building up a four wheel drive, all independently suspended racing machine. Come to think of it, I don't believe Enzo ever built a four wheel drive machine, which makes us one up on the old fox!

Ulrich has evidently been thinking along these same lines, for they have just released a new front suspension kit, complete with steering, under part number 511, for \$2.98. This little jewel even has front end steering, something our own brain child does not have. However, it is not possible to convert this front end into a four wheel drive chassis.

You can have your Ulrich chassis set up many ways, then. (1) As a straight, rear suspended machine with a very good, pivoting stock front end. (2) as a four wheel drive, four wheel suspended chassis, or finally, (3) as a two wheel drive, four wheel suspended machine with steering! Take your pick! It's a great chassis for experimentation. Besides that, it wins races!

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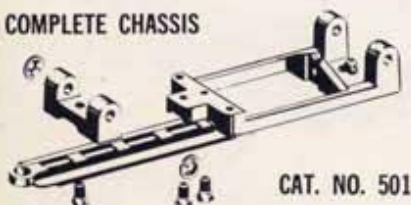
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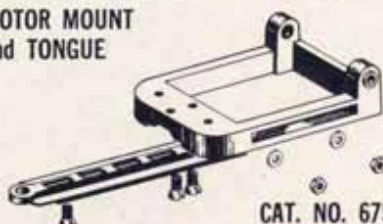


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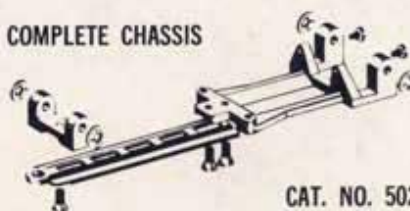


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